

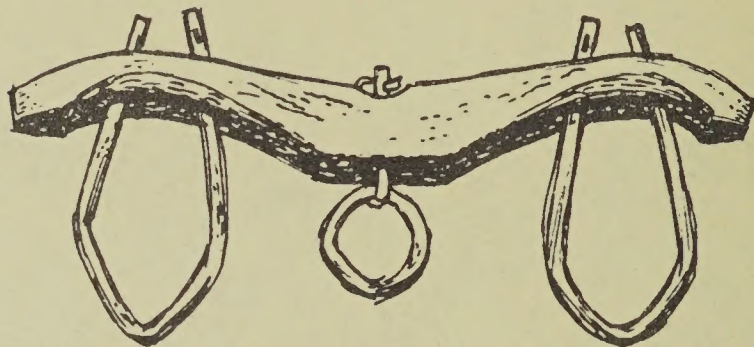
HISTORIC PROOFS AND DATA
IN SUPPORT OF
THE LINCOLN WAY, BEING THE
**Route Traveled by the Thomas
Lincoln Family In Coming
from Indiana to Illinois
In the Year 1830**

FOR SUBMISSION TO THE
GOVERNOR OF THE STATE OF ILLINOIS
AND THE DEPARTMENT OF PUBLIC WORKS
AND BUILDINGS
OF THE STATE OF ILLINOIS
BY
THE ABRAHAM LINCOLN
MEMORIAL HIGHWAY ASSOCIATION, INC.
GREENUP, ILL.



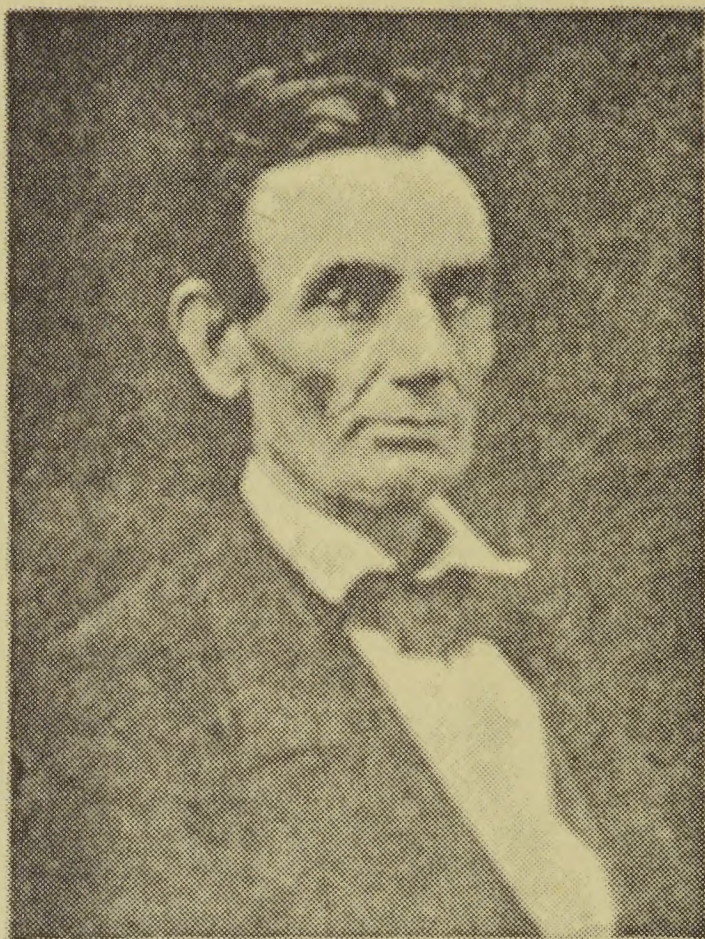
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THE ABRAHAM LINCOLN MEMORIAL
HIGHWAY ASSOCIATION, INC.
1929.

LINCOLN ROOM



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ABRAHAM LINCOLN AT THE AGE OF 21

THE ABRAHAM LINCOLN
MEMORIAL HIGHWAY ASSOCIATION, INC.
GREENUP, ILL.

OFFICERS

Chas. M. Connor, Toledo, President
J. T. Cox, Robinson, Ill., Vice President
Arthur Jobe, Greenup, Ill., Secretary
E. J. Bancroft, Greenup, Ill., Asst. Secretary
John L. Carr, Greenup, Ill., Treasurer
C. H. Voorheis, Hutsonville, Ill., Treasurer

DIRECTORS

Chas. M. Connor, E. J. Bancroft, N. G. Luke, Hazel
Dell; Alva Warner, Bellair; J. T. Cox, Harry Gullett,
H. S. Tankersley, Ross Greeson, Greenup; E. M.
Kohler, Hutsonville; A. C. Musgrave, Hutsonville; J.
W. Ward, Greenup; John L. Carr; G. C. Duensing,
Toledo; Earl Goodwin, Heathsville; Arthur Jobe.
J. T. Cox, Robinson, Ill.

HISTORIAN

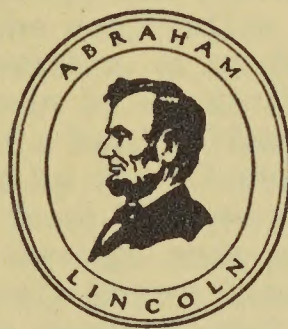
Rev. J. L. Ryan, Charleston, Ill.

EXECUTIVE COMMITTEE

Chas. M. Connor, Toledo, Ill.
E. J. Bancroft, Greenup, Ill.
J. T. Cox, Robinson, Ill.
Harry Gullett, Palestine, Ill.
Ausby Goodwin, Flatrock, Ill.
Harry S. Tankersley, Mt. Auburn, Ill.
Stanley Prevo, Palestine, Ill.

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Reprinted 1973
by Taylor Print Shop
Olney, Ill.

THE ABRAHAM LINCOLN
MEMORIAL HIGHWAY ASSOCIATION, INC.
CHICAGO, ILL.



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1973

THE LINCOLN WAY

7

EXPLANATORY STATEMENT

Toledo, Illinois, August 20, 1929.

To the Hon. L. L. Emmerson, Governor, and to the Hon. H. H. Cleveland, Director of Department of Public Works and Buildings, State of Illinois:

Gentlemen:

This organization, known as the Abraham Lincoln Memorial Highway Association, Inc., was formed as the result of a preliminary meeting held at Hutsonville, Crawford County, Illinois, on Monday night, April 8, 1929, at the home of Dr. and Mrs. A. C. Musgrave. The meeting was attended by representative citizens of Toledo, Greenup, Russellville, Heathsville, Palestine, Hutsonville and Hazel Dell. The purpose of the meeting was to perfect an organization which would endeavor to find some way for those who were interested in the promotion of the Lincoln Highway and in marking its course as near as possible along the line the Lincoln family traveled in emigrating from Indiana to Illinois in the spring of the year 1830, to present their case before a fair, impartial, unbiased and unprejudiced official or tribunal. To this end many members of the organization assembled in Springfield April 22, 1929, and decided that the best method would be to incorporate under the laws of the State of Illinois. Application was accordingly made on that day, and Secretary of State Stratton granted the charter to the organization which is known as the Abraham Lincoln Memorial Highway Association, Inc. Incorporators are Chas. M. Connor and G. C. Duensing, Toledo; E. J. Bancroft, Arthur Jobe, J. W. Ward, Ross Greeson, E. M. Kohler, John L. Carr, all of Greenup; N. G. Luke, Hazel Dell; Alva Warner, Bellaire; A. C. Musgrave, Hutsonville; J. T. Cox, Robinson; Earl Goodwin, Heathsville; H. M. Gullett, Palestine, and Harry L. Tankersly, Mt. Auburn.

The object for which the corporation was formed, as set forth in the statement of incorporation, is as follows: "To commemorate the life of Abraham Lincoln by sponsoring, promoting, marking and urging the construction of a hard surfaced memorial highway on and along the route travelled by the Thomas Lincoln family on their original emigration trip from Hodgenville, Kentucky, to Beardstown, Illinois, and to or through such points as are established on such route, also to commonly known Lincoln shrines of historic value to the present and future generations."

All of the incorporators, as above named, constitute the Board of Directors of the Corporation.

On Wednesday, April 24, at Springfield, representatives of the corporation were present before the executive committee of the Senate, of which Senator R. J. Barr was chairman and, with the help of Senators Barbour, Boyd, Carlson, Cuthbertson, Dunlap, Haenisch,

Jewell, Kessinger, Marks, Mason, Meentz, Searcy, Wilson, Wright, Broderick, Hughes, Smith, Miles, McColley and Paddock, and Representatives Sparks, Corzine, Roe, Thompson, Ryan, Lewis, Woods, as well as a number of Senators and Representatives interested in the movement, succeeded in amending House Joint Resolution No. 32, so that the matter of locating and marking the highway is now referred entirely to the state highway department. The resolution as finally passed by the General Assembly reads as follows:

"Whereas, the states of Kentucky, Indiana and Illinois, are now sponsoring a movement which has for its object and purpose the construction of hard surfaced roads beginning at Hodgenville, Kentucky, the birthplace of Abraham Lincoln and extending to the northern boundary of said state, thence through southern Indiana, by way of Gentryville and Vincennes, and thence through eastern and central Illinois to Beardstown, Illinois, following wherever practicable the general route traveled by the Lincoln family and touching other historic shrines that are closely associated with the early life of Abraham Lincoln, in order that the admirers of Abraham Lincoln may have an opportunity to visit the Lincoln shrines which are so closely associated and identified with his early life; and

"Whereas, the State of Illinois, is desirous of joining in any movement and cooperating with any association or organization which has for its object and purpose the construction of the necessary hard surfaced roads to enable the students and admirers of the immortal Lincoln to have a better opportunity to visit and study the Lincoln shrines that are so intimately associated and interwoven with his early life,

"Now, therefore be it resolved, by the House of Representatives of the Fifty-Sixth General Assembly of the State of Illinois—the Senate concurring herein, that His Excellency, Louis L. Emmerson, Governor of the State of Illinois, is hereby requested to instruct the Department of Public Works and Buildings to recommend the route of said Lincoln National Memorial Highway for the State of Illinois, collect data on same as to location and cost of construction, offer whatever suggestions or recommendations it may see fit, and make a report thereof within a reasonable time thereafter, and

"Be it further resolved, that after said report has been made and a route for said highway has been determined upon by the Department of Public Works and Buildings, the said Louis L. Emmerson, Governor of the State of Illinois, is requested to instruct said Department of Public Works and Buildings to mark and designate said Route with appropriate markings known as the Lincoln National Memorial Highway for the State of Illinois."

Immediately following the meeting of the senate executive committee, the Board of Directors of the Corporation met at Springfield and elected the following officers:

President, Chas. M. Connor, Toledo, Ill.; Vice President, J. T. Cox, Robinson, Ill.; Secretary, Arthur Jobe, Greenup; Assistant Secretary, E. J. Bancroft, Greenup; Treasurers, John L. Carr, Greenup, and C. H. Voorheis, Hutsonville.

Executive Committee: Chas. M. Connor, Toledo, Chairman; E. J. Bancroft, Greenup; J. T. Cox, Robinson; Harry Gullett, Palestine; Ausby Goodwin, Flat Rock; Harry Tankersley, Mt. Auburn; Stanley Prevo, Palestine.

Finance Committee: Dr. C. H. Voorhees, Hutsonville; Noble Hurst, Hutsonville; Earl Goodwin, Heathsville; Ben Meisenharder, Palestine; Frank Hessler, Greenup; G. C. Duensing, Toledo.

It was also determined at this meeting of the Board that the route which would best accord with history and meet the approval of this organization is as follows:

Beginning at a point on the west bank of the Wabash River in the State of Illinois, formerly called Westport, opposite the city of Vincennes, Indiana, running thence in a northerly direction along hard road route No. 181 through Russellville, Heathsville and Palestine, thence northerly along the old state road to Hutsonville, thence about two miles north to Quaker Lane along the Wabash River road, thence in a northwesterly direction through Annapolis, Bellair, Hazel Dell and Greenup to hard road route No. 11, thence in a northwesterly direction along hard road Route No. 131 across the Embarras River at the Toledo-Greenup bridge; thence along hard road Route No. 131 to a point about nine miles south of the last homestead of Thomas Lincoln, near Farmington, Ill., thence in a northerly direction, passing Toledo, the county seat of Cumberland County, to the east two miles, to the said last Lincoln homestead, thence west to a point about one mile south of Farmington, thence north through Farmington, thence northeast to Charleston, thence tracing back to a point about one mile south of Farmington, thence in a westerly direction past Shiloh cemetery (burial place of Thomas Lincoln and his wife, Sarah Bush Lincoln), thence in a northwesterly direction to Lerna, thence in a northwesterly direction to connect with Route No. 25, thence north on said Route 25 to Mattoon, thence in a northwesterly direction over Route 132 to Sullivan, thence northerly over Route 132, passing through Lovington, to connect with Route 121, thence northwesterly over Route 121 to Decatur, thence southwesterly on Route No. 48 to a point on the old state highway south of the Sangamon River, thence westerly along said old state highway to a point directly south of Harris-town, thence north about one-half mile, across the Sangamon River to the site of the old Lincoln home, thence tracing back south to said state highway, thence westerly along Arch street through Mt. Auburn, thence westerly through Roby, thence westerly across Route No. 24 at Rochester, thence in a northwesterly direction south of the B. & O. Railroad, coming into Springfield on South Grand avenue to Route 10, thence westerly over Route 10 to a point where same intersects the main highway leading to Salisbury; thence northwesterly through Salisbury to connect with Route No. 123, thence in a northerly direction through Old Salem Park over Route 123 to Petersburg, thence in a northwesterly direction through Atterbury, past the old Rutledge home to the town of Huron, thence in a westerly direction to the village of Oakford, thence in a south-

westerly direction past the Lynn school house to Shick Shack Hill, thence southwesterly to Chandlerville, thence southwesterly to Walnut Hill Grove, thence southwesterly to the city of Beardstown, same being the terminus of said proposed Lincoln National Memorial Highway for the State of Illinois.

The only change made in the course of the route since the Springfield meeting was in its course through Mt. Auburn, and including by name Lovington and Atterbury. There are doubtless other villages and places of interest through which the road as indicated will pass.

Enthusiastic public meetings in the interest of the highway as sponsored by this organization, were held at Mt. Auburn on May 23, Palestine on June 7, Hutsonville on June 21, and at Greenup (being a Greenup-Toledo meeting) on July 2. Meetings were also held at Heathsville and Russellville.

The original House Joint Resolution No. 32 would have arbitrarily fixed the routing of the road, and would have been recognized as mandatory by the Governor and the Department of Public Works and Buildings.

As evidence of the fact that it was an arbitrary routing, the proposed routing as now sponsored by the same organization responsible for its passing the lower house, has changed in many respects since the resolution was enacted; that is to say, the same organization now favors and is backing a route which in many respects is altogether different from the one described in the original House Joint Resolution No. 32 as it passed the House and before it was amended in the Senate and was adopted as the final enactment of the legislature.

Copies of the maps of the State of Illinois, recently obtained from the Library of Congress, published in the year 1830, show no counties of Cumberland or Coles at that time. Neither do they show any roads extending to either Greenup or McCann's ford, so that the exact route that the Lincolns took in their course from a point west of Vincennes northwesterly to their ultimate destination in Macon County cannot be determined from these documents.

From the affidavits and statements herein printed, as well as other historical data pertinent to the issue, herein presented, this organization is going to be satisfied with your determination of this important matter, feeling and knowing that you will give full and fair consideration to all proofs submitted to you. Our purpose has been at all times to obtain facts and information as reliable as possible based on statements by those who by reason of acquaintance, directly or indirectly, with the great Emancipator or his family, and those who constituted the party of at least thirteen who came from Indiana to this State in the year 1830.

Confirmatory proof of the likelihood that the Lincoln family travelled through Cumberland County is found in the fact that Toledo and Greenup were mentioned as points embraced in the proposed Lincoln Memorial Highway in the original H. R. No. 10069, introduced in the House of Representatives of the U. S. Congress by the

late Henry R. Rathbone in the early part of the year 1928. He must have known something about the general course taken by the Lincoln party in coming to this State, Rathbone's father having been an occupant of the box in the Ford Theatre at Washington, D. C., on the night of the great President's assassination.

The Lincoln National Memorial Highway Association, now favoring the routing of the proposed road across the Embarrass River at a point more than one mile south of the McCann ford, originally favored the routing of the road from the last Thomas Lincoln homestead, located about 1 1-4 miles southeast of Farmington, on south down through Cumberland County. The Decatur Review, in its issue of February 10, 1929, says:

"For the southern link, the road would be extended on down through Toledo, Greenup and Robinson and over to Palestine and south along the Wabash to a point near Vincennes."

The vast preponderance of the proof herewith submitted would indicate clearly that the Lincolns crossed the Embarrass River at Greenup, and not at McCann's ford, and that their course from there was north and northwesterly to Macon county.

CHAS. M. CONNOR.

J. T. COX.

E. J. BANCROFT.

HARRY GULLETT.

AUSBY GOODWIN.

HARRY S. TANKERSLEY.

STANLEY PREVO.

Executive Committee.

Speech of A. Sumerlin of Lerna, Ill.

Monday, July 18, 1925, at Toledo, Ill. Subject: Route 131 from Route 25 through Cumberland County. At the Toledo Public Hearing before the State Highway department.

We realize fully that the subject of these hearings are for the purpose of obtaining all possible information which will enable this Honorable Board to arrive at a wise, just and amicable conclusion, influenced solely by the desire to accommodate the largest number of people.

First, if Route 131 should be connected with Route No. 25 about three miles south of Mattoon, after passing through a farm it goes directly east on the Public Highway to a point one mile west of the Village of Lerna where, by making two curves it will reach the highway that connects with Lerna's main street, and after passing nearly through the village by making a turn south for two blocks, thence east to the extreme east limits of the Village it will strike the Illinois Central right-of-way, and then will parallel it until it reaches the Range Line where it will follow the Public Highway to Toledo—eight miles due north and south without a creek or a ravine to cross.

In the entire distance from Toledo to Route 25 the topography of the country is either level or slightly undulating with only two small ravines to cross—no hills to cut down nor valleys to fill up; and the only railroad to cross is within the Village of Lerna. At no time would the slab be far removed from the Illinois Central, the hauling cost of material would be negligible, besides there is ample supply of water for construction purposes.

From Mattoon to the Range line the road would be built on a ridge, the excess rainfall shedding both north and south, insuring that the foundation to the roadbed would ever prove substantial and dangers from floods and washouts would be entirely eliminated. Besides, there will be no delay in waiting for fills to settle or solidify.

This route in going through the **Village of Lerna** would pass within **one-half mile of the site of the second Lincoln cabin in Illinois.**

It would pass within 1/4 mile of the villages of Janesville and Bradbury, and within the same distance of the **Lincoln monument**, within two miles is **Farmington** where the **immortal Lincoln ate his last meal** with his stepmother in a dwelling still preserved, while on his way to Washington to be inaugurated president; and 3/4 of a mile southeast from Farmington is the site on which stood **Thomas Lincoln's third log cabin** in Illinois, where Lincoln visited at intervals during a period of thirty years. And eight miles north is Charleston, the scene of one of the famous debates between **Lincoln and Douglas.**

By this route Mattoon, **Lerna, Janesville, Bradbury, Toledo and Greenup** will continue to be linked together for the affairs of business and social amenities, religious and education purposes, the inhabitants of both Coles and Cumberland counties being made beneficiaries; besides it provides a **highway to scenes of great historical**

importance. It was in 1877 that the completion of the old G. & M. R. R. was celebrated in Toledo. That was over 50 years ago, yet the cities and villages through which it passes have enjoyed peace, prosperity and happiness, there being no jealousies or rancorous contentions, but a unity of feeling and actions in the solution of the problems of life.

We fear that if Lerna is not granted this boon as an outlet to connect with the other hard road systems that it will mean disaster—a calamity to the educational, agricultural and business interests of the village and community.

It would cause a deflection in the channels of trade that would prove demoralizing. It will benumb the spirit of progressiveness which has been prevalent among this industrious people covering a period of some 70 years.

Many of her children are scattered over the country engaged in educational and industrial pursuits—teachers, doctors, lawyers, farmers and mechanics. This section has long been renowned for its high educational efforts and this spirit of intelligent desire still prevails.

No other community will be so disturbed or injured in her present facilities as will Lerna—its failure to pass through this Village will practically eliminate all opportunity to further advance along the lines of educational and vocational accomplishments. Upon your decision depends a bright and glorious future or the deep pall of disappointment will sap its vitality.

It would be manifestly an error to disturb the tranquil and satisfied business and social conditions which have existed among this people since Mattoon has become the “Queen City of the Prairies.” Not only would the route pass **entirely** through **Cumberland county**, giving the inhabitants an outlet to the north but it would be **advantageous to a large portion of the inhabitants of southern Coles**, a consummation most desired; besides, more farmers are accommodated than by any other of the routes named, and when we take into consideration that agriculture is the basis of all our wealth and progress their interests and prosperity should appeal to our loftiest efforts. They are factors in the business world and should be given a large degree of consideration where public improvements are being considered.

The people of Illinois point with great pride to her many parks, **monuments and memorials**, not only for their attractiveness, but for their educational features, and by this route the **Thomas Lincoln Trail becomes a link in the National Memorial Highway** and thousands upon thousands of tourists will visit the humble grave where repose the remains of **Thomas Lincoln and his wife, Sarah Bush Lincoln**; they will also visit the simple **cottage in Farmington**, where the martyr President ate his last meal while on his way to the **capitol of our country nearly 67 years ago**.

Many tourists will also visit the farm site where once stood the old **Lincoln cabin**, and it is said to be the only piece of real estate Abraham Lincoln ever owned.

This is one of the great historical sections in Illinois, and as time grows apace, either the State or patriotic societies will purchase this particular piece of ground and erect thereon a replica of the old Lincoln cabin. A memorial of this character will appeal to the heart of every patriotic American as it will point out to the youth of the land that it matters not how humble the birthplace may be there is no limit in reaching the zenith in political, economic and scientific attainments.

"The short and simple annals of the poor," proving no bar in reaching the ideals in life.

Gentlemen, should you in the wisdom of your deliberations locate Route 131 as we have undertaken to portray aside from the paramount benefits from this highway locally you are building not only for the **great state of Illinois**, but for the **United States**, and not only for the United States but for the **world**. You are not building and planning for the present alone but for the great future—for the benefit of generations unborn. There is now and always has been prevailing a desire in the hearts of peoples to **erect monuments and build memorials** in honor of those whom they delight to honor—it has ever been so from the dim twilight of ages that have passed.

Lincoln is the best loved character in all history—his life is an inspiration—he belongs to the common people of every land. The scenes incident to the life of the great emancipator who was ever ready to listen to the heartbeats of humanity are shrines, and the multitudes who devoutly wish to pay homage to his memory which will grow in great intensity with the lapse of time should not be denied them when it lies within your power to bestow this great boon on mankind.

The hard road paving between **Greenup and Mattoon** will be **popularly known as the Thomas Lincoln Trail**. It is only **one link** in the proposed **Lincoln National Memorial Highway**, which in a very short time is destined to become the **most popular highway in the world**.

Starting in at the lowly birthplace of Lincoln among the hills near Hodgenville, Kentucky; crossing the Ohio into Spencer county, Indiana, where he passed his days of youth and young manhood, and where his mother, Nancy Hanks, lies buried, and of whom her son once ruefully said:

"God bless my mother; all that I am or ever hope to be I owe to her."

Indiana has inaugurated a national movement to erect a memorial to her memory and to create a park of the Thomas Lincoln homestead; the Lincolns cross the Wabash at Palestine and we follow them in their wanderings through Illinois to Decatur; the father in a year or so retraces his footsteps and finally becomes reconciled to a plot of ground near Farmington while his son after years of hardships finds his haven of business activity in Springfield, but in time becomes the chief executive of the greatest Republic on earth. In time, gentlemen, all these hallowed places entwined with memories of the Immortal Lincoln will be linked together with paved

roads, thereby becoming the most popular highway the world has ever known.

And we sincerely hope, gentlemen, that on the conclusion of your deliberations you will save the hamlets of Lerna, Janesville and Bradbury from obliteration and aid in creating a highway that will be trod alike by sages, historians and the most humble plebians throughout the eons of time.



THE TOMB OF LINCOLN AT SPRINGFIELD, ILLINOIS

Affidavit of Marcus Shuler

Vincennes, Indiana, May 5, 1929.

State of Indiana, County of Knox, City of Vincennes—ss.

I, Marcus Shuler, 87 years of age, County of Knox, State of Indiana, being duly sworn and made oath, that I was personally acquainted with, and very familiar with, the old State Highway running north, just opposite of Vincennes on the west side of the Wabash river, known at that time as West Port, Illinois. I, all my life, lived near what is known as the State Road, also my father lived on said State Road all his life. He died in the '60s. Also, my grandfather lived and owned land where the old State Road was established, and yet is the same road known as the Lincoln Trail that the Lin-

coln family traversed on their trip from Vincennes, north from West Port through Russellville on through Heathsville or near the Old State Road, with some few changes. I own the same land that my grandfather owned with evidence there yet of the same State Road that was traversed back in my grandfather's time.

Marcus Shuler.

P. B. Leonard, Witness.

Subscribed and sworn to by me a Notary Public this 15th day of May, 1929.

Oris H. Wright, Notary Public.

Affidavit of J. P. Price

State of Illinois, Lawrence County—ss.

I, J. P. Price, being duly sworn, upon my oath, depose and say that I am eighty-four years old, was born in Lawrence County, Ill., near Russellville, Ill., and that I heard my father say that he helped to carry the chain when the road was surveyed and laid out between Vincennes and Palestine through Russellville and Heathsville in the year 1814 and known as the State Road, and the said road was used as a stage route and followed up with a telegraph line and was the main traveled road through this section of county. J. P. Price.

Subscribed and sworn to before me this 15th day of April, 1929.

Alfred H. Candler, Notary Public.

Affidavit of Simon O. Miller

I, Simon O. Miller, of the village of Russellville, Ill., being duly sworn, depose and say that I am seventy-six years of age, and that I heard Eliza Butts say in the year about 1870, she being about 75 years old at the time of the above date, that the Vincennes-Russellville to Palestine State Road was the first road laid out in this section of the state and the road which the Thomas Lincoln family traveled en route through this section of the state in their migration from Indiana to their future home in Illinois in the year 1830.

Simon O. Miller.

Subscribed to before me this 11th day of July, 1929.

Alfred H. Candler, Notary Public.

Affidavit of Perry Brimberry

State of Illinois, County of Crawford—ss.

I, Perry Brimberry, of the Village of Palestine, in the County of Crawford and State of Illinois, after having been duly sworn on oath, depose and say that I am of the age of 82 years. I was well acquainted with Martin Fuller, who to my certain knowledge, resided in his lifetime about six miles south of the Village of Pales-

tine, Illinois, on the Old Vincennes, Indiana, and Palestine, Illinois, road; that in about the year of 1882 in a conversation with me he stated that the Lincoln family on their way to the Sangamon country in Illinois, stopped within about a quarter of a mile from his home and remained there in camp for two nights and one day, and on the next day continued on its journey. Perry Brimberry.

Subscribed and sworn to before me this the twelfth day of April, A. D. 1929. Cattin P. Haskett, Notary Public.

Resolution

Whereas, in the year of 1830, there was a means of crossing the Wabash river at Vincennes, Ind., to a point known at that time as West Port, on the west side of the Wabash river in Illinois, and,

Whereas, according to the historians, Rixford Newcomb, in "The Lincoln Country," as found on pages 78, 79 and 80 thereof; and also in Tarbell's "Life of Lincoln," on page 48, we find the Lincoln family in their emigration from Indiana to Illinois in the year of 1830, crossed the river at this point, thence we find according to an affidavit given by J. P. Price of Russell Township, Lawrence County, Illinois, that a state road had been laid out from this point in Illinois in the year of 1814 in a northerly direction through Russellville, Heathsville, to the old land office at Palestine and thence on north and west,

Therefore, taking as a basis these established facts, we are unable to discover any proof, written or oral, that the Lincoln family did not come this route.

Therefore, be it resolved by the Board of Supervisors of Lawrence County, Illinois, now in session, that we approve and adopt the above spoken of route as being the true route of the Lincoln family in the year 1830 in their migration from Indiana to Illinois, this route being also endorsed by the "Abraham Lincoln Memorial Highway Association."

R. C. Pinkstaff, Chairman Board Supervisors.

Dated at Lawrenceville, Illinois, this 9th day of July, 1929.

Affidavit of H. R. Fuller

Palestine, Illinois, April 15, 1929.

State of Illinois, County of Crawford—ss.

I, H. R. Fuller, of the County of Crawford and State of Illinois, being duly sworn under oath, depose and say that I have time and again heard my uncle, Martin H. Fuller, of said County and State, tell of visiting the camp of the Lincolns while they were encamped for two days at the corner of his farm while they were enroute to Macon County. To be more exact as to location will say the camping spot was on Section No. 36, Town No. 6, Range No. 11 West,

Crawford County, Illinois. After visiting the Lincolns Mr. Fuller stated that Abe was the gangliest, homliest boy he had ever seen but very interesting in his conversation. This camping ground is about seven miles south and a little east of Palestine, Illinois, on the Palestine and Vincennes road. H. R. Fuller.

Subscribed and sworn to before me by the said H. R. Fuller, this 15th day of April, 1929. Frank Huffman, Notary Public.

Affidavit of Emma J. Baker

Palestine, Illinois, April 15th, 1929.

State of Illinois, County of Crawford—ss.

I, Emma J. Baker, of the County of Crawford and State of Illinois, being duly sworn under oath, depose and say that I have time and again heard my uncle, Martin H. Fuller, of said County and State tell of visting the camp of the Lincolns while they were encamped for two days at the corner of his farm while they were enroute to Macon County. To be more exact as to location will say the camping spot was on Section No. 36, Town No. 6, Range No. 11 West, Crawford County, Illinois. After visiting the Lincolns, Mr. Fuller state that Abe was the gangliest, homliest boy he had ever seen but very interesting in his conversation. This camping ground is about seven miles south and a little east of Palestine, Illinois, on the Palestine and Vincennes road. Emma J. Baker.

Subscribed and sworn to before me by the said Emma J. Baker, this 15th day of April, 1929. Frank Huffman, Notary Public.

Affidavit of John W. Markee

Palestine, Crawford County, Ill., July 13, 1929.

I, John W. Markee, was born in Palestine in the year 1849. My father and mother were William and Rachel Markee, one of the oldest families of Palestine. My father moved his family to the Alf Moore farm by the Moore schoolhouse five miles northwest of Palestine in 1860, where the family resided for a few years, then moved back to Palestine. My entire life was spent in, near and north of Palestine. When a young man twenty years old, I carried the United States mail from Palestine, Hutsonville and Marshall on the Chicago and Vincennes road extending through Lamotte prairie for years. This road was a main traveled road since 1820. About this year a substantial wooden bridge was constructed across Sugar creek, just north of Palestine and a grade extending north to the ridge, making this one of the best roads of our county in the early history of Palestine. Said road follows the meandering of the bluff which is the dividing line between the high and low land of the east part of Lamotte prairie. This was the only road leading north from Palestine. John W. Markee.

Affidavit of Mary E. Patton

State of Illinois, Crawford County—ss.

I, Mary E. Patton, of Palestine, Crawford County, Illinois, being duly sworn, affirm that I recall statements by my mother, Mrs. E. A. Patton, said to have been the first white child born in this community, that Abraham Lincoln on his trip northward from Indiana, in 1830, was a guest at the Jesse K. Dubois house in Palestine, later known as the Voke property. Affiant, who is 79 years of age, further asserts that her mother was born in 1817 and possessed clear recollection of the events of her girlhood. Mary E. Patton.

Sworn to and subscribed before me this 15th day of April, A. D. 1929. Catlin P. Haskett, Notary Public.

Affidavit of B. M. Martin

State of Illinois, County of Crawford—ss.

I, B. M. Martin, do solemnly swear that I have heard Polly McDowell tell about having seen Abraham Lincoln at the Voke House in Palestine. Polly McDowell was born in 1809 and died in 1901. I was born in 1890 and was nine years old when she told this along with other pioneer stories. Respectively submitted this 20th day of May, 1929. B. M. Martin.

Subscribed and sworn to in my presence by the said B. M. Martin this 20th day of May, 1929. A. T. Buchanan,
Notary Public, Crawford County, Illinois.

THE LINCOLN TRAIL**Statement by Duane Gaines**

There is no doubt in my mind that when the Lincoln family came to Illinois they crossed the Wabash at Vincennes and followed the Vincennes and Palestine road up the river near the bank along the foot of the Dubois hills and north and northwest and north through Russellville and Heathsville to Palestine, very nearly as the road is now located.

And in addition to the foregoing I have evidence of sufficient importance to convince me that they did in fact pass over that part of the route mentioned from Vincennes to Palestine. And in order to fully manifest my reasons for my conviction I will recite some relative historical facts.

My grandfather, Major Stephens Gaines, came to this county in 1817, when my father was six years old. He settled about seven miles south of Palestine on the North side of creek then called Doe Run, but now shown on the maps as Cannon Creek, about a mile east of the Vincennes and Palestine road above mentioned. There my father was reared and lived until he was grown and married.

Then he settled on the south side of the said creek about one-fourth a mile east of the Vincennes road where he lived the remainder of his life—more than 50 years. There I was born and lived until my father's death in 1892 when I was 30 years old. During the latter part of that time I was away from home teaching school.

About the year 1820 Thomas Fuller settled on the Vincennes road about one-fourth mile south of Doe Run Creek on the west side of the road opposite the present home of H. R. Fuller but on the same farm. He had a large family of children, two of whom I wish to especially mention—his sons Martin H. and Isaac, who were boys with my father and only a little younger than Abe Lincoln. These two Fuller boys and my father lived on Doe Run Creek as playmates, companions, neighbors and friends for nearly 75 years, except a little interval when Martin H. lived in Vincennes when first married. The last twenty-five years of their lives I was much in their company and heard them, and especially Martin H., tell of the incidents of the pioneer days and early history of that part of the country.

I have heard Martin H. Fuller say that when he was yet a young man at home with his father he saw some movers pass their house going north on the Vincennes road and when they came to the Doe Run Creek they stopped to camp, and that when they had settled in camp he went to them and learned that they were the Lincoln family on their way from southern Indiana to central Illinois. Anybody who knew Martin H. Fuller would know that is just what he would do. This incident would probably have been forgotten had it not been for the succeeding events. About two years after that in 1832 the Black Hawk War broke out on the Rock River in northwestern Illinois and Wisconsin. Martin H. Fuller joined the army and went to that war. Abe Lincoln was there also. I have heard Martin H. say that there he met Abe Lincoln and renewed acquaintance with him and talked over the meeting at the camp on the creek two years previous. After he returned from that war Martin H. Fuller married a girl named Rosann Tromley who lived at Russellville, but who had folks living at Vincennes and was a Catholic. For a year or two or perhaps a few years they lived at Vincennes, during which time Martin H. operated a ferry boat across the Wabash at Vincennes just above where the bridge is now located. After that he returned to the old neighborhood and settled on the Vincennes road about a fourth of a mile north of the Doe Run Creek, where he lived the remainder of his life, for more than fifty years. I have heard him say that the ferry boat which he operated at Vincennes was the same boat which Abe Lincoln crossed the river on when he came to Illinois. I have crossed the river at the same ferry, but probably not on the same boat, when I was a boy before the wagon bridge was built. That boat was not anchored to a cable stretching across the river as ferry boats are now, but was anchored by a cable extending up the river about a mile and made fast to a large tree on the Illinois side of the river. To keep the cable above water it was supported by a number of buoies in the form of skiffs attached to

the cable at sufficient distances apart. The boat was driven by the current as ferry boats are now. When steam boats were plying the river the ferry boat had to be anchored to the Illinois shore to get the cable out of the way of the steamers.

There seems to be some impression or notion among some that the Lincolns crossed the Wabash at Vincennes and then went west and northwest through Centerville and across the Purgatory swamp and north along the Purgatory road to the Vincennes road at their junction only a few miles south of Palestine and then on to Palestine. I don't think so. According to the information I have from my father and the two Fullers and other pioneers the Purgatory road was not much used because of its condition until a much later date, and until after it was laid out by the U. S. Government as a mail route and slightly improved for such use. From history as well as from such men as I have mentioned I learn that such mail routes were not laid out and used until after the adoption of a system of internal improvements by the government during President Jackson's administration. Jackson was elected President in 1828 and re-elected in 1832. During his second administration a system of internal improvements which consisted of digging canals and laying out and improving post roads was adopted. A road was laid out and improved from Baltimore through Columbus, Ohio, Indianapolis, Indiana, Terre Haute, Marshall, Effingham, Vandalia and on to St. Louis. The stages went from Vincennes directly up the Vincennes road to Russellville where there was a station and on to Renic Heath's who kept a tavern and there was a station for the change of horses, etc., where Heathsville now is, and on to Vernon, another tavern and station and then to Palestine. There was a telegraph line stretched along this line supported on trees and poles by glass insulators similar to the insulators now used along railroads. This line was out of use before my recollection but I have seen the wire and insulators on the trees and poles all the way from Palestine to Vincennes. I am sure that the Lincolns never went west toward Lawrenceville over the swamps and up the Purgatory road across the Purgatory swamps before these roads were improved. To my own personal knowledge the Vincennes road is now, with but a very slight change, on the same line it was sixty years ago, and from what I learn from my father and the Fullers it was the same one hundred years ago. There is a short square turn now where there was formerly an angle near Charles Laughead's where the station of Vernon was located. There is another similar change just south of Heathsville at what was the Stiles farm, now the Young place, and the road has been slipped down the hill about the width of the road at Johnnie Draim's. And on account of the change in the river and the rebuilding and enlarging of the levee the road has been changed at Possomglory so that it goes further south before it angles to the river bank at the foot of the Dubois hills.

Duane Gaines, Attorney at Law, Robinson, Ill.

July 15, 1929.

Resolution

Whereas, in the year 1830, the Thomas Lincoln family emigrated from a point in Indiana to a point in Illinois, it seems from proofs, historians and affidavits that he crossed the river from Indiana at Vincennes to a point on the west bank of the Wabash river known at that time as West Port, Illinois, thence northward along the old State Road through Russellville and Heathsville to the old land office at Palestine, Illinois, and thence on north and westward. Therefore, taking these facts as a basis and being unable to find authentic evidence that the Lincoln did not come this route:

We, the Chamber of Commerce of Palestine, Illinois, in called session, heartily endorse and approve the above described route traversed by the Lincoln family in their emigration from Indiana to Illinois in the year 1830.

Palestine Chamber of Commerce.

B. M. Martin, President, J. A. Morris, Secretary.

Affidavit of Ed S. Dry

Hutsonville, Illinois, April 30, 1929.

State of Illinois, County of Crawford—ss.

I, Ed S. Dry, of the County of Crawford, State of Illinois, being duly sworn and made oath, depose and say that I was personally acquainted with James King, who resided on his farm east of the Chicago and Vincennes state road about four miles north of Palestine and spent a great deal of his life there. He passed away 1918 at the ripe old age of 91 years. I had many interesting talks with him concerning the early history of Crawford County, of Lamotte Prairie especially. He was a great reader, close observer and possessed a wonderful memory. He was greatly interested in biographies of great men as A. Lincoln, Washington, and others, and in our talk he took great interest in telling about Lincoln's journey from Vincennes through Crawford County and that he had passed by his farm in about the year 1830, northward to Hutsonville through Lamotte Prairie on the Chicago and Vincennes State Road, which was the only main travelled road at that time. This road meandered along the ridge which divides the high and low lands of the Prairie and made a desirable road to travel twelve months out of each year. Mr. King, who stated that A. Lincoln camped at Bolivar on Bolivar Hill, a high point on this road located in Sec. 3 Town 7 Range 11 W. 2nd P. M. This point is three miles southeast of Hutsonville. The farm was later owned by the late Emanuel Ferry and is now in the possession of the heirs. Bolivar was laid out in town lots in the '20s and had only a few houses and barns when Lincoln camped there. Mr. King also spoke of the mile-stones which were planted on this said road and cited one which still is known where said road crosses the township line between Lamotte and Hutsonville township. This one is six miles north of the south street in

Palestine which is also parallel 39 degree North latitude.

Ed S. Dry.

Subscribed and sworn to before me by the said Ed. S. Dry this
30th day of April, 1929.

S. M. Baker, Notary Public.

To the Highway Department of Illinois:

This is to certify that I heard James King, who was born in 1827, and died in 1918, tell my father, Daniel Dry, both of whom were great admirers of Abraham Lincoln, the same being confirmed by other early settlers, that the Thomas Lincoln family passed through this way on their journey from Indiana to Decatur, Illinois, passing through Bolivar, section 3 town 7, north range 11, west of the second principal meridian where a plat for a town was laid out on the Vincennes and Chicago road, known as the old State Road, and passing through Palestine and Hutsonville and on north.

Charles Lincoln Dry.

Subscribed and sworn to before me this 15th day of July, A. D.
1929.

Leo L. Newlin, Notary Public.

Proceeding of County Commissioners, 1835

State of Illinois, County of Crawford—ss. County Court, March Term, 1835. Tuesday morning, March 3rd, 1835. Court met pursuant to adjournment. Present: Asa Norton, John Boyd, Gabriel Funk, Commissioners: This day the Commissioners appointed by the last General Assembly of this State, to Review the Vincennes and Chicago State Road Between Palestine and Hudsonville in this County, handed in their report, with a plat of said Road as located by them, which is ordered by the Court to be Recorded, and opened as a public highway, between said Towns, which Report is in the words and figures following:

The undersigned two of the Commissioners appointed at the last Session of the Legislature of the State of Illinois, to Review so much of the State Road leading from Palestine to Chicago as lies between Palestine and Hudsonville in Crawford County Report: that they met in Palestine on the 25th day of February, 1835, and after being duly sworn before William Wilson Esq., proceeded to the duty assigned to them by virtue of the said act of the Legislature, and after reviewing said road we have and do hereby establish it as follows, Commencing at the bridge north of the Village of Palestine, on the line as Originally Surveyed between Sections 34 & 35, thence North on said line, to land now owned by John Houston in Section 22, thence along adjoining land, angling to the West, so as to keep on dry ground across land owned by E. W. Kelog, to the line between said Kelog and Lackey, continuing on to Hudsonville agreeable to a plat herewith transmitted with this Report and made part of the same as particularly laid down on said plat as we

are able to do without a survey of the Route. We do not pretend to confine said Road, so that it may not be varied in some degree, but to keep in view in the first place the best ground on said Route and 2ndly the convenience of those whose Land it runs through.

28d February 1835

Asa Norton, Nathan Mares.

(Copy of plat attached to original.)

State of Illinois, Crawford County—ss.

I, Buren O. Mills, Clerk of the County Court within and for said County and State aforesaid (the same having original jurisdiction in all matters of Probate), do hereby certify the foregoing to be a full, true and complete copy of the act of the County Commissioners laying out that part of the Vincennes and Chicago State Road running from Palestine to Hutsonville, in Crawford County, as recorded in the County Commissioners Record of Crawford County from 1834 to 1838 on pages 13, 14, 15 and 16 thereof, as the same appears of record in my said office. In testimony whereof, I have hereunto subscribed my hand and affixed the official seal of said Court, at my office in Robinson, Illinois, this 5th day of June, A. D. 1929. (Seal) Buren O. Mills, Clerk of the County Court.

Affidavit of Henry Woolverton and Mattie Woolverton

State of Illinois, Crawford County—ss.

Henry Woolverton and Mattie Woolverton, his wife, on oath state that they moved on the Ethelbert Callahan farm one mile southeast of Hutsonville, about the year 1892, and resided there for twenty-five years; that they at different times heard Mr. Callahan make the statement that the Lincolns, in their journey from Kentucky and Indiana, travelled the Palestine and Hutsonville trail which passed through what is now known as the Callahan farm; and that they can yet mark out the trail through this farm as indicated by Mr. Callahan. Henry Woolverton, Mattie Woolverton.

Subscribed and sworn before me a notary public this the 16th day of April, 1929. O. E. Leggitt, Notary Public.

Lincoln Memorial Address Delivered Feb. 12, 1918 by E. Callahan In Robinson, Illinois

My Fellow Citizens: From early manhood to mature old age I have been a citizen of Crawford county. I have mingled in its business and shared in its prosperity. I am always pleased to meet my fellow citizens in private life or public assembly. That pleasure is intensified this evening when I am privileged to preside at a meeting assembled to do honor to the name and memory of a great citizen of the state, and of the nation, whose fame has reached the farthest outposts of civilization throughout the world—Abraham Lincoln.

One hundred and nine years ago, in a Kentucky cabin, Abraham Lincoln was born of good, clean, healthy, pioneer stock. The first seven years of his life passed in Kentucky. The succeeding fourteen years was hard and rough pioneer life in the hills of southern Indiana, where the malaria laden air and the burden and privations incident to pioneer life carried away many victims. Among those who fell was Nancy Hanks Lincoln, the mother of Abraham.

In the spring of 1830 the Lincoln family emigrated to Illinois. On an April day in the year of our Lord one thousand eight hundred and thirty, when Illinois was but eleven years and four months old, the Lincoln outfit consisting of one large wagon with a muslin cover drawn by two yoke of oxen, a dog, a cow and thirteen people, came into the village of Palestine from the south. The wagon was loaded with the household goods of three families, Thomas Lincoln, Dennis Hanks and Levi Hall. Hanks and Hall had married stepdaughters of Lincoln. The driver of the ox team was a young man of twenty-one, six feet and four inches tall, broad shouldered, long armed and rough featured.

A strolling juggler was amusing a crowd in the street with deceptive tricks. The ox driver saw the juggler and became so interested in his performance that he gave his cattle a rest, while he looked on, enjoyed the fun and gathered a lesson from this unwritten chapter of human life. In his later years he was wont to speak of this incident, and the fact that he did speak of it identified the route traveled by the Lincoln family when it came to Illinois.

The journey of the movers was but half accomplished. Their goal was the rich bottom lands of the Sangamon river near Springfield, Illinois. The movers continued their journey northward along the Vincennes and Chicago road through Lamotte Prairie and the village of Hutsonville. This old road was located about one hundred years ago, when but few farms were fenced; was located without regard to sections or other lines. It has been changed in many places by being moved to the outer lines of the farms. South of Hutsonville there remains a section of the road that is now located and traveled on the identical route where it was located and traveled in the year 1830. The trees still standing on either side are witnesses to the fact. I seldom pass over it without a recurrence of the thought that at one time the yet undeveloped great man of our country and of the world in humble, honest guise passed this way.

At the end of a fortnight the movers arrived at the banks of the Sangamon west of Decatur. A cabin of round logs was hastily built—rails were split and a field fenced, plowed and planted. Pioneer life with all its hardships, privations and wants was taken up in dead earnest and lived for a year, the ox driver bearing a full share of its weight and bitterness. He was a carpenter, rail splitter, plowman and wage earner for the family.

In the year of our Lord one thousand eight hundred and sixty the ox driver, who came into our view at Palestine; the cabin builder and rail splitter of the Sangamon; flat-boatman; storekeeper and village postmaster; soldier of the Black Hawk war; lawyer and poli-

tician was elected President of the United States. From that time to the time of his tragic death, his history is known to the world. The records of his great acts as the chief executive of the nation and commander in chief of the army and navy is ineffacably written in the temple of earthly fame, and may be read in every language known to the human tongue.

Affidavit of Andrew Morris

State of Illinois, County of Crawford—ss.

I, Andrew Morris, was born near Porterville, Crawford County, Illinois, December 30, 1847. My father's name was William Morris, and my grandfather's name was Richard Morris, who came from Virginia in 1820 to Palestine, Illinois, thence to near Hutsonville, Illinois, where he built a water grist mill on Hutson creek one mile south of Hutsonville near the Little Brick school house in the early twenties. This mill was purchased by my father in 1853, moving from Porterville to a farm near the mill to run said mill, which was later moved to Hutsonville. While a boy and a young man I worked on several farms on Lamotte Prairie, vis.: L. B. Pearce, Mallett & McCoy farm and others. In my early life, when I was about twenty years old I hauled wheat to Vincennes on the main Palestine and Hutsonville road which was then known as the Chicago and Vincennes stage and coach route road. Said stage coaches would pass over said road three trips a week, and were owned by Nicholas Swope, and David L. Wilson was the driver in my time, and I talked many times to the old residents and learned that this was an old established road since about the year 1820.

A. J. Morris.

A. J. Goff, Notary Public.

Resolution

The Board of Supervisors of Crawford County, Illinois, at a regular meeting held in the City of Robinson, at the Court House on this the 8th day of August, A. D. 1929, unanimously passed the following Resolution:

Whereas, in the year 1830 the Immortal Abraham Lincoln, along with his father, Thomas Lincoln and family, and other relatives, emigrated from Hodgenville in the State of Kentucky to Gentryville, in the State of Indiana, and from there passing through Vincennes, in the State of Indiana and crossing the Wabash River, from Vincennes, Indiana, to a place known as Westport, in the State of Illinois, and from there up the State Road, commonly called the River Road following the River North through Russelville, Heathsville, on to Palestine, and from there in a northerly direction to Hutsonville, and thence northwest toward Greenup, along the Public Highway to his destination at Farmington, in Coles County, and on his route stopped at the home of Martin Fuller in Montgomery

Township, and at the Old Land Office in the Village of Palestine and passed through Bolivar, a laid out town of record in our County, south of Hutsonville.

Therefore, taking as a basis for his Route from these established facts, as well as the Affidavits and other evidence submitted, the proof abundantly shows that this is the route traveled by Abraham Lincoln and his father and family from Hodgenville, in the State of Kentucky, to Gentryville, Indiana, and from there to Vincennes, and across the Wabash to a place known as Westport, in the State of Illinois, and thence along the Old State Road, commonly called the River Road, through Russellville, Heathsville, Palestine, Hutsonville and on northwest toward Annapolis, Bellair, Hazel Dell, Greenup to Farmington in Coles County, Illinois, and this is what is commonly called "The Lincoln Highway," or the route which Abraham Lincoln and his father Thomas Lincoln traveled from Hodgenville in the State of Kentucky, to Farmington, in the State of Illinois.

Therefore, be it resolved, by the Board of Supervisors of Crawford County, Illinois, now in session, that we approve and adopt the above described route, as being the true route traveled by Abraham Lincoln, and Thomas Lincoln and his family and relatives and friends in the year 1830, through Crawford County, in their route from Hodgenville, Kentucky, through Indiana, to Illinois on to Beardstown, in said State, and we hereby endorse said Route as the Abraham Lincoln Memorial Highway.

Fred A. Reavill,

Chairman Board of Supervisors.

Dated at Robinson, Illinois, this the 8th day of August, A. D. 1929.
Board of Supervisors, Crawford County, Illinois, Meeting August 8th, 1929.

It was moved by O. H. Smith and seconded by Fred I. Mills, that Grover Fuller, W. J. Richey and John W. McCain, constitute a committee to be known as the Abraham Lincoln Memorial Committee of the Board of Supervisors of Crawford County, Illinois, said Committee to co-operate with the corporation known as the Abraham Lincoln Memorial Highway Association, Inc.

The motion received the unanimous vote of the membership of the Board and carried.

Buren O. Mills,

Clerk of the Board of Supervisors of Crawford County, Illinois.

State of Illinois, Crawford County—ss.

I, Buren O. Mills, Clerk of the County Court within and for said County and State aforesaid (the same having original jurisdiction in all matters of Probate), do hereby certify the foregoing to be a full, true and complete copy of a motion passed by the Board of Supervisors of Crawford County, Illinois, at their meeting August 8th, A. D. 1929, as the same appears of record in my office.

In testimony whereof, I have hereunto subscribed my hand and affixed the official seal of said Court, at my office in Robinson,

Illinois, this 9th day of August, A. D. 1929.

Buren O. Mills,
Clerk of the County Court.

Affidavit of C. H. Musgrave

Hutsonville, Illinois, July 12, 1929.

To the Department of Highways of Illinois, or others interested, I desire to make an affidavit as positive knowledge from my grandfather, having reference as to the journey of Thomas Lincoln and family from Indiana to their home in Illinois, in hopes that it may be of aid in the location of the route taken by the Lincolns through Illinois:

I, C. H. Musgrave, now sixty-three years of age, residing now and for the last twenty-eight years about two miles north of the village of Hutsonville, Crawford County, Illinois. I am now residing on the same farm where I lived from infancy until I was fifteen years old. As a boy from eight to fifteen years, I frequently accompanied my grandfather, Wm. Musgrave, on fishing trips to what was then, and is still known as the "Rock Bar," a point on the west bank of the Wabash river, two miles north of Hutsonville, where we enjoyed together hand line fishing. On one of our many trips to the Rock Bar, the date of which, as near as I can fix it was during the summer of 1876 or 1877, I being at that time either 10 or 11 years old. I remember quite well that we stopped at the "Roe" spring for a drink of water, the spring being near the path that we traveled from grandfather's home to the Rock Bar. I remarked to grandfather that the water was "good and cold," and his reply to me was, "Yes, Charlie, this is mighty good water but for some reason, which I do not know, the Indians never would drink the water from this spring, but always went to the "Jenny" spring for their water. However, you may be interested to know that President Lincoln drank water from this spring as they were on their way to their Illinois home. They stopped here and watered their oxen from this spring. That was when he was a young man long before he became President." I well remember this statement of my grandfather, as I do many others which he was fond of telling me of pioneer life, I being always much interested in the stories regarding the early settlers, and many of these stories from grandfather are much clearer in my memory than the happenings of much later years.

My grandfather came to Illinois from North Carolina in 1826 and was ten years old at that time, which would make him 14 years old at the time Lincolns came to Illinois. I know that he was a great admirer of Lincoln. Two of his sons had answered Lincoln's call for volunteers in 1861, and thus grandfather was much interested in the life of Lincoln, and had a real interest in Lincoln's life history. For this reason I am thoroughly satisfied that he knew the truth of his statement to me, that Lincoln drank from the "Roe" spring as he journeyed from his Indiana home to his new home in Illinois.

The "Roe Spring" of which I speak is located at the foot of the hill overlooking the Wabash river bottom. It is about a half mile

west from the Rock Bar. The spring is about 100 feet east, just at the foot of the hill from the old State Road, the road that for many years was the main traveled road south through Hutsonville, Palestine and on to Vincennes. In the early days the stage route from Terre Haute to Vincennes was over this route. At the time Lincoln came to Illinois, there was a blacksmith shop on the west side of the road about 150 feet from the "Roe" spring, some of the rocks of which the forge was built still remain. Great oak trees adorned this hillside and furnished shade, as this spring furnished water to hundreds of emigrants as they journeyed up and down the Wabash valley seeking a location for new homes in a new and undeveloped country. This history and traditions of this country all point to this road as the main and only well established highway in eastern Illinois from the earliest settlement until many years after the Lincolns came to Illinois.

It is for this reason and others that I am positive from the statement of my grandfather that as Lincoln traveled through Illinois, that he followed the Old State Road north from Hutsonville.

C. H. Musgrave.

Subscribed and sworn to before me a notary public this 12th day of July, A. D. 1929.

O. E. Leggett, Notary Public.

Affidavit of William P. Mitchell

State of Illinois, Cumberland County—ss.

William P. Mitchell, being duly sworn, deposes and says, that he was born at Bellair, Crawford county, Illinois, Feb. 8, 1858; that his grandfather's name was Wellington Hill; that he has heard his grandfather say many times that the old Palestine Road is the one the Lincolns traveled when they came from Indiana to Illinois in the year 1830; that when affiant was 5 to 7 years old he was in the home of his grandfather a great deal, and made many trips with him from his home southeast of Bellair to Bellair, which was at that time quite a trading point; that affiant's grandfather was at that time 75 to 80 years of age.

Affiant further states that about the year 1876 John Brashares and Abe Parker conducted a ferry across the Embarrass River north of Greenup; that he has heard both of said persons state many times that the place where said ferry was located or very near thereto was the place where the Lincolns forded the Embarrass River in coming to this state from Indiana, and that at that time a wagon trail extended from Greenup north passing Toledo at a point about two miles east.

William P. Mitchell.

Subscribed and sworn to before me this 31st day of May, A. D. 1929.

Chas. M. Connor, Notary Public.

Affidavit of Henry C. Freeland

I, Henry C. Freeland, came to Bellair, Illinois, in the year 1842,

with my father, at the age of two years, and I have lived here ever since. I do solemnly swear to the best of my knowledge that the trail running between Palestine and Greenup through Bellair was the only trail at that date. It has been my understanding that Lincoln and family came over this trail in an ox cart on or about the year 1830.

H. C. Freeland.

Subscribed and sworn to before me this April 12th, 1929.

Nelson Luke, Notary Public.

Affidavit of W. R. Gilbert

I, W. R. Gilbert, do solemnly swear or affirm to the best of my knowledge, that I have heard my father, Joseph Gilbert, and other neighbors, namely Jacob Snyder, James Paul and James Eveland, speak many times of Thomas Lincoln, (Abraham Lincoln's father), and family passing through and staying all night with my father, (Joseph Gilbert), who lived on Range Creek, close to where the Palestine Trail or Lincoln Trail crossed this creek, on their way from Indiana to Springfield, Illinois, or vicinity, in or about the spring of 1830.

W. R. Gilbert.

Subscribed and sworn to before me this April 3rd, 1929.

Nelson Luke, Notary Public.

Affidavit of J. M. DeBord

I, J. M. DeBord, do solemnly swear to the best of my knowledge, concerning the location of the Palestine and Springfield trail known as the Lincoln Trail. I am now 80 years of age; during the year 1865-1866, traveled this trail from Bellair to Prairie City, now called Toledo; at one time my brother, George Washington DeBord, carried the mail from Greenup, Hazel Dell, to Bellair for a period of about one year.

J. M. DeBord.

Subscribed and sworn to before me this April 8th, 1929.

Nelson Luke, Notary Public.

Affidavit of J. S. Rue

I, J. S. Rue, do solemnly swear to the best of my knowledge that this is a true statement concerning the Palestine and Greenup road. I am now 86 years old. I moved to the place I now live in 1860, and have lived there ever since, except the time spent in the Civil War. And my place is within three-fourths mile of Palestine and Greenup road, and I have traveled the Palestine and Greenup road lots of times. I have heard my father speak about moving to these parts in the year 1840, traveling over the Palestine and Greenup road.

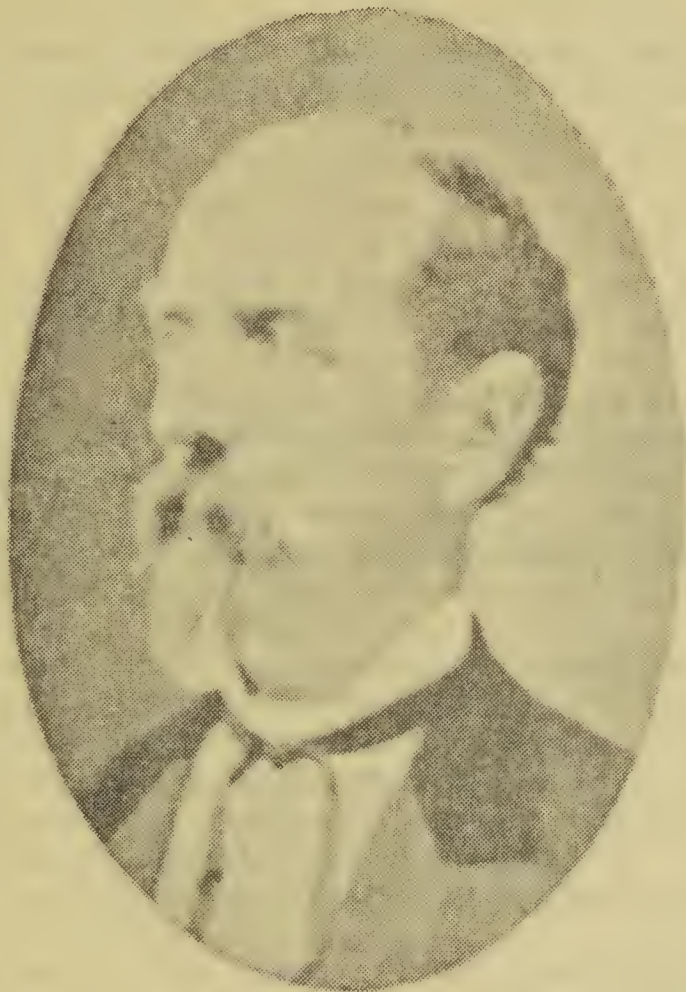
J. S. Rue.

Subscribed and sworn to before me this April 8th, 1929.

Nelson Luke, Notary Public.

JAMES SHOAFF

James Shoaff, when publishing the Decatur Magnet in 1865 when Lincoln was assassinated, removed the Lincoln log cabin that stood west of Decatur, to Boston and exhibited it on the Boston Commons with John and Dennis Hanks. The picture of the cabin is shown on another page with two men standing in front of it. Later it was



removed to Chicago and exhibited, then sold to an English syndicate, who lost it enroute to some foreign city. Mr. Shoaff married Nancy Hanks, daughter of Dennis Hanks, while publishing "The Owl," in Charleston, Ill., in the year 1843.

Affidavit of Harriett Chapman of Charleston

Affidavit of Harriett Chapman of Charleston, Illinois, copied from the report of the Board of Trustees of the Illinois State Historical Library to the 49th General Assembly of the State of Illinois on the Investigation of the Lincoln Way. Investigations made by Charles M. Thompson.

State of Illinois, Coles County—ss.

Harriett Chapman, being first duly sworn, on oath, deposes and says that she is now and has been for more than seventy-five (75)

years last past a resident of Charleston, Coles County, Illinois, and that she is now past eighty-six (86) years of age.

Affiant further states that she was a member of the Lincoln party that came from Spencer County, Indiana, to Decatur, Illinois, in the year 1830.

Affiant further states that the party had three covered wagons, two drawn by oxen, and one by horses, and two saddle horses, also that the party consisted of affiant, her father and mother, Dennis F. Hanks and Elizabeth Hanks; her brother, John Hanks, and her sisters, Sarah Jane and Nancy Hanks; Squire Hall and wife, Matilda Hall, and one child named John Hall; Thomas Lincoln and his wife Sarah Lincoln, and child, Abraham Lincoln, and John Johnson.

Affiant further states that she is related to Abraham Lincoln in this way: "That her father was a second cousin to Abraham Lincoln, and that affiant was by marriage a granddaughter of Thomas Lincoln, said Thomas Lincoln's wife, Sarah, being a grandmother of affiant."

Affiant further states that the party was at Vincennes, Indiana, and that the party in leaving Vincennes went by land, camped first night out near a grist mill; that the party crossed the Wabash River the next day (the second day after leaving Vincennes, Indiana).

Affiant further states that the party passed through Palestine, Illinois, that she remembers said town from the fact that it had a Bible name.

Affiant further states that the party finally reached the National Road, and crossed the Embarrass River at Greenup, Illinois, passed through Paradise, located in what is now the southwestern corner of Coles County, Illinois. Affiant states that she had often heard her father, Dennis Hanks, speak of crossing the Embarras River at Greenup, Illinois, and that the cause of said Hanks speaking of this event repeatedly was that he afterwards worked on the bridge built at that point.

Affiant further states that the party did not follow the National Road far west of Greenup, that it did not go to Vandalia, Illinois, and that the trip was made directly to Decatur.

Affiant further states that she is in the possession of a photograph of Abraham Lincoln, that said photograph was sent to her by Mr. Lincoln accompanied by a letter, in which he stated that "I am sending you the photograph that I promised you." The letter further stated that "this is the first photograph that I have ever had taken."

Harriett Chapman.

Subscribed and sworn to before me this 2nd day of November, A. D. 1912.

W. O. Bennett, Notary Public.

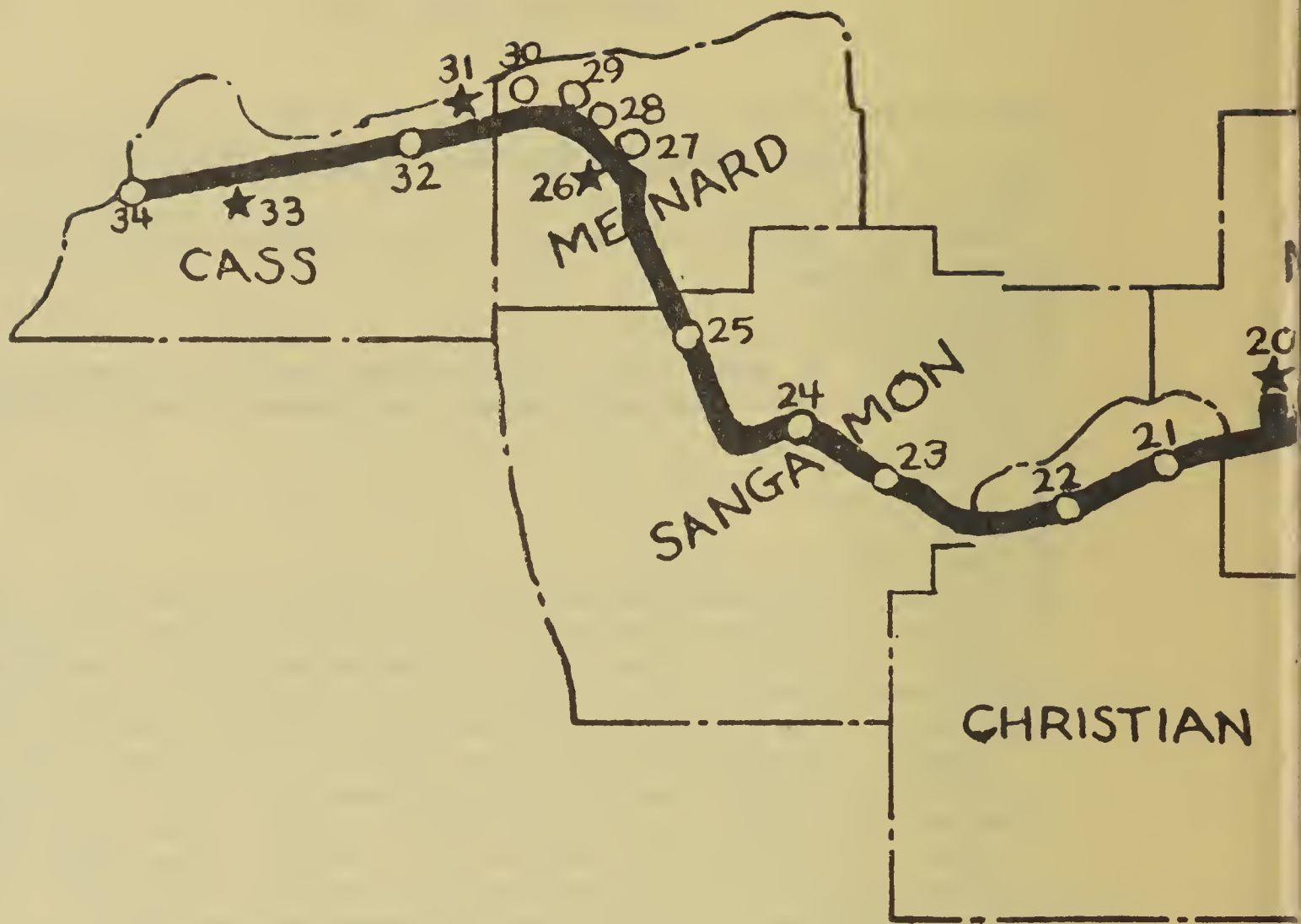
Affidavit of Thomas Benton Shoaff, Shelbyville, Illinois

State of Illinois, County of Shelby—ss.

Thomas Benton Shoaff of the City of Shelbyville, County of Shelby and State of Illinois, deposes and says that he is senior editor of

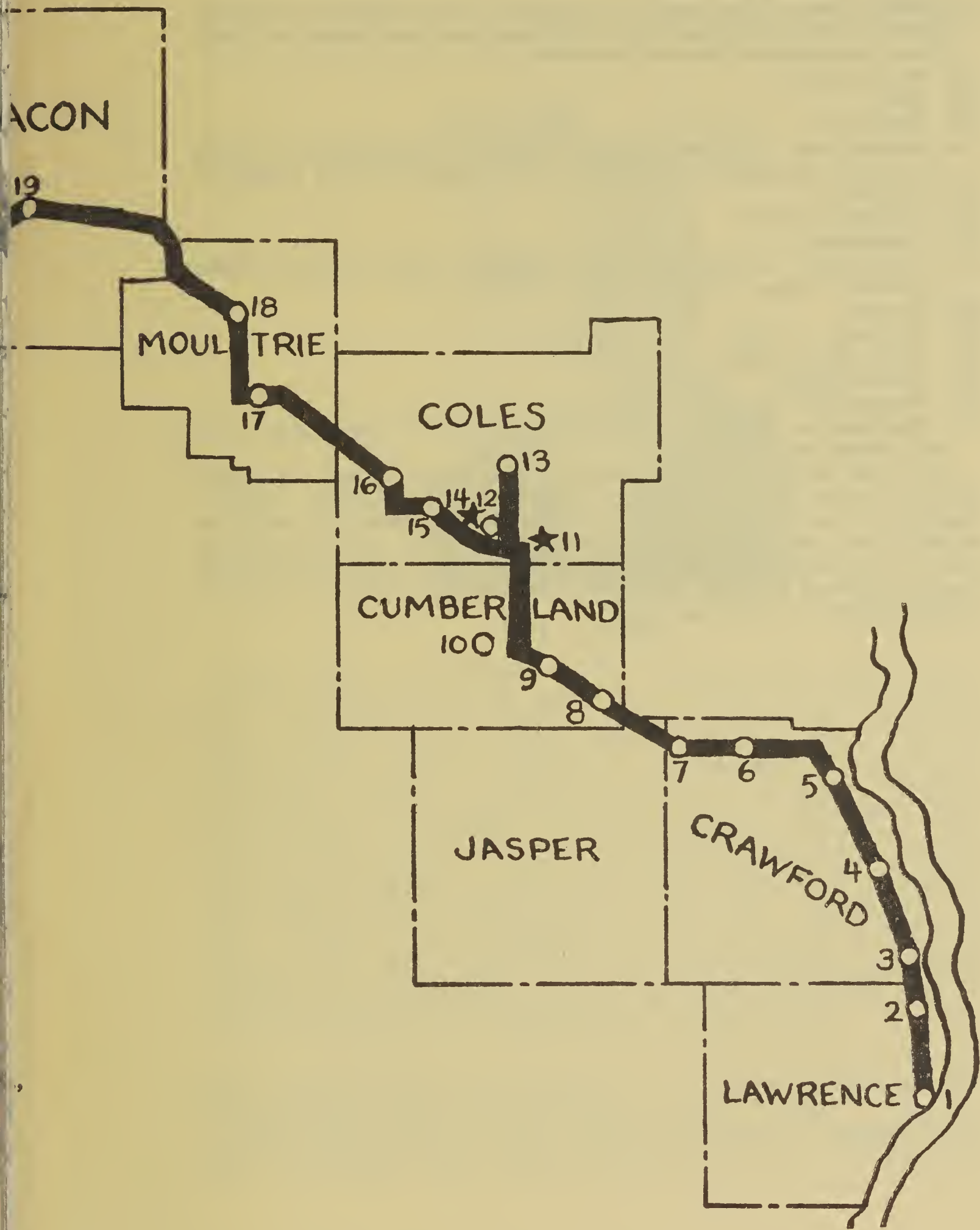
INDEX TO MAP AND POINTS OF INTEREST

1. Westport, opposite Vincennes, Ind., near where the Lincolns entered Illinois.
2. Russellville.
3. Heathsville.
4. Palestine. A land office in 1830, where the Lincolns stopped a short time and observed a juggler performing sleight-of-hand tricks.
5. Hutsonville.
6. Annapolis.
7. Bellair.
8. Hazel Dell.
9. Greenup. Tradition has it that the Lincolns camped at the site of the present Town Hall one night on their way north and west. This was the first county seat of Cumberland County, and Lincoln was counsel for the defendant in the celebrated case of *The People vs. Sig Lustre*, charged with assault to murder, tried in Greenup. He stopped at the home of Dr. James Ewart while attending this trial. (See affidavit of Laura O. Ewart.) At this place the Lincolns crossed the Embarrass River, near where the present Toledo-Greenup bridge is now located, on Route No. 131. (See affidavits of Harriett Chapman, Lucinda Chaney, John S. Beals and Wm. P. Mitchell, also statement of Jas. L. Ryan.) It was on the first wooden bridge built across the Embarrass River along the National Road, just west of Greenup, that Thomas Lincoln and Dennis Hanks, worked, about the year 1832. (See affidavits of F. Tossey and Harriett Chapman.)
10. Toledo. The present county seat of Cumberland County. Two miles west of a straight line leading south from the last homestead of Thomas Lincoln, about 1 1-4 miles southeast of Farmington.
11. The last homestead of Thomas Lincoln, located about 1 1-4 miles south and east of Farmington.
12. Farmington. Where A. Lincoln ate his last meal with his step-mother in February, 1861, after his election to the Presidency, but before his inauguration. The house still stands.
13. Charleston, scene of one of the Lincoln-Douglas debates in 1858.
14. The Old Gordon (now known as Shiloh) Cemetery, the burial place of Thomas and Sarah Bush Lincoln.
15. Lerna. One-half mile south of here is where Thomas Lincoln purchased a 40-acre tract of land in 1834. About a mile northwest of Lerna is where Thomas Lincoln built his first log cabin in Coles County, in 1831.
16. Mattoon.
17. Sullivan.
18. Lovington.
19. Decatur. Here the Lincolns camped in the city square on the



THE ROUTE OF THE
LINCOLN MEMORIAL HIGHWAY
THROUGH ILLINOIS

AS PREPARED BY
THE ABRAHAM LINCOLN MEMORIAL HIGHWAY ASSN., I
GREENUP, ILL.

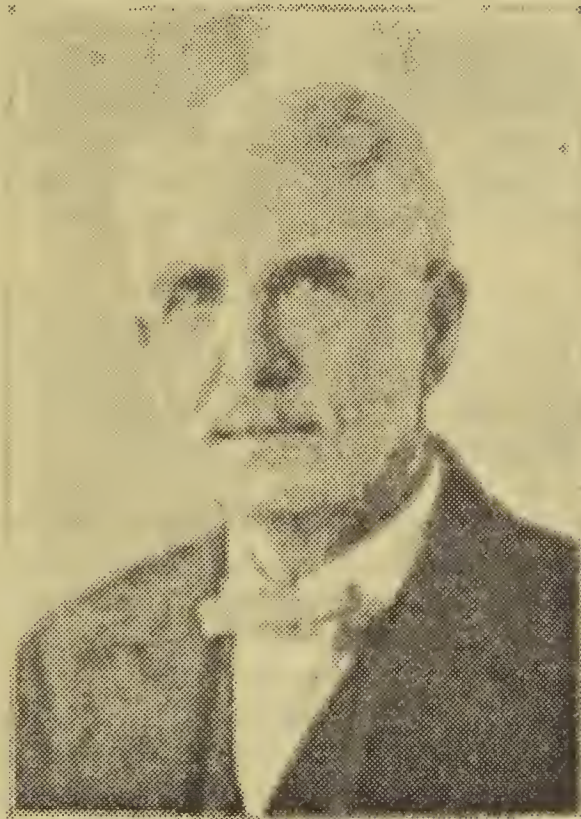


night of March 14, 1830.

20. First home of the Lincolns in Illinois. It is located seven miles west and three miles south of Decatur, near the Sangamon River. Here is the site of the old log cabin.
21. Mt. Auburn.
22. Roby.
23. Rochester.
24. Springfield. Abraham Lincoln's Tomb. The capital of Illinois, and center of much of the political history of the great President.
25. Salisbury.
26. Old Salem Park.
27. Petersburg.
28. Atterbury. Lincoln and Ann Rutledge visited in this village numerous times.
29. Huron.
30. Oakford.
31. Shick Shack Hill.
32. Chandlerville.
33. Walnut Hill Grove.
34. Beardstown. At this place Lincoln defended Armstrong in the celebrated murder trial.

This map doesn't purport to show all points of interest that have to do with the life of Abraham Lincoln and the Thomas Lincoln family, for the reason that intelligent markings cannot be made on a small map containing all such information. However, it does contain all the principal points of interest, and the course the Lincoln family followed in their journey to this State, as near as it can be substantiated by historical data.

The Shelby County Leader, a newspaper published at Shelbyville, Illinois, that he is a grandson of Dennis Hanks, the cousin of Abra-



T. B. SHOAFF

Born in 1847 at Greenville, Illinois. Spent his life in the counties of Macon, Edgar, Vermilion and Shelby. Published his first newspaper, "The Boy About Town," in Decatur, Ill., in 1864, from the office of "The Magnet," owned and edited by his father, the late James Shoaff. In 1873, with his father, established "The Gazette," at Paris, Ill., a paper now published by two of his brothers. In 1880 he established "The Leader," at Danville, Ill., and later the "Danville Daily Press." Still later he was one of the founders of "The Danville Daily Democrat," now "The Danville Commercial." In the early winter of 1900 he purchased the paper which he still publishes, "The Shelby County Leader," which his father established in 1840. In 1872 he cast his maiden vote for Horace Greeley, and ever since has vigorously championed the cause of Democracy and that without ever holding office. In 1908 he was presidential elector from the 19th congressional district. In 1910 he made the race as a progressive democrat for state central committeeman.

ham Lincoln's mother, that affiant is of sound and clear mind and light step and is now 82 years of age.

Affiant states that he has for years past been in possession of many of the acts, doings, travels, customs and incidents of historical

value, of the Abraham Lincoln family and the members of the original immigration party which were with the family of Abraham Lincoln when they emigrated from Indiana to Illinois; that many of the original emigration party were relatives of affiant and that he is well versed and informed as to the statements in this affidavit.

Affiant says that John Hanks helped Abraham Lincoln build a log cabin in Macon County, Illinois, in 1830, for Abraham Lincoln's father, and that a tiny old-fashioned photograph described as a picture of the cabin Lincoln helped his father build is now in his possession. The picture of John Hanks and Dennis Hanks is shown in this pamphlet.

Affiant further states Harriet Chapman, daughter of Dennis Hanks, is his aunt, and that affiant was present in the year 1913, when Aunt Harriet Chapman made an affidavit as to the Lincoln Way through Illinois in the year 1830, and that one copy was presented to C. M. Thompson, and one was retained by affiant and is still in his possession.

Affiant further says that he has information from Dennis Hanks that he, along with Thomas Lincoln and Abraham Lincoln, worked on the National Road bridge across the Embarrass River at Greenup, Illinois, in the year 1832, which is also stated in Aunt Harriet Chapman's affidavit made in the year 1913.

Affiant also has information from his relatives who were in the Lincoln immigrating party that they crossed the Wabash river opposite Vincennes, to the point called Westport, thence came north and west over the old Palestine, Springfield wagon way, which led in a northwest direction from out of Hutsonville, Illinois, to Greenup, Illinois, at which place they forded the Embarrass River, and then traveled in a northwest direction up to Paradise and on to Macon county, in which county Thomas Lincoln put out a crop with the aid of his son, Abraham, in the year 1830.

Affiant further states that the following year they started back to their old home in Indiana, and upon reaching Paradise settlement in Coles county, that he, Thomas Lincoln, was persuaded to locate there, which he did, and in which neighborhood he remained the balance of his life, and was buried in the Gordon cemetery, which is now called Shiloh cemetery, located about 12 miles north of Greenup, Illinois, west of the Embarrass river.

Affiant further states that the old water mill which was erected at Greenup in 1832, was patronized regularly by Thomas Lincoln, this mill being located at the Palestine road ford at Greenup, Illinois, and—

Affiant further states that it is evident from the conversations he has had with his relatives which made up the immigration party, that there is no doubt in his mind, but that they crossed the Embarrass river at the Greenup ford, and not at McCann's ford, as presumed by some.

I, affiant, hereby state that I have presented to the Abraham Lincoln Memorial Highway Association, Inc., picture cuts of my relatives, namey, to-wit: Dennis Hanks, James Shoaff, Sarah Bush Lin-

coln, First Home of Thomas Lincoln, Abraham Lincoln, Tomb at Springfield, John Hall Log Cabin, John Hanks, which affiant states are genuine, and are loaned for the purpose of permitting them to be printed in the Lincoln Way for information for all to whom it may concern, that present and future generations may have the benefit of this information, with a view of establishing the true route traveled by the Lincoln party when emigrating from Indiana to Illinois in the year 1830.

Thos. B. Shoaff.

Subscribed and sworn to before me this 29th day of August, A. D. 1929.

E. A. Johnston, County Clerk.

Shoaff Swears His Story Is True

Thomas B. Shoaff of Shelbyville told The Herald Tuesday that he was willing to make an affidavit that the Lincoln cabin from the Harristown bottoms was exhibited on Boston Common in 1865.

"I'll swear to it," was Mr. Shoaff's answer to the statement of the Massachusetts Historical society published in the Continental edition of The Herald.

Requesting the truth about the story, The Herald wrote to the Society and had this reply from the librarian, Julius T. Tuttle:

"I am sorry to say that I am unable to find any reference to the exhibit on Boston common of Lincoln's cabin in the '60's or any other time. An important event of that kind, if it happened, would have found its way into the records of this region."

In reply, Mr. Shoaff has invited The Herald to search the records of the Boston City council for the permit that his father, James Shoaff of Decatur secured for the exhibition of Lincoln's first home in Illinois.

"I was 18 years old in 1865," said Mr. Shoaff, "and was publishing my first newspaper, 'The Boy About Town,' the year before. I remember the incident clearly. Father had the logs numbered and shipped to Boston. Later I expressed walnut rails taken from the cabin sight to Boston, and the express charge was \$14. These rails were fashioned into souvenirs and sold. Dennis Hanks, my mother's father, and John Hanks went along with father."

"Grandfather Dennis Hanks has told me many times how people wept on seeing the cabin. It was soon after Lincoln's assassination, either June, July or August, 1865. For several months father was with the cabin.

"The cabin was later shipped to Chicago and there exhibited. It passed out of father's hands and was supposed to have been shipped to England and lost in the passage. Of course, the story that the cabin was exhibited in the centennial exhibition in Philadelphia is a fake."

Mr. Shoaff has a picture of the cabin with Dennis and John Hanks standing in front of the cabin, and on the back the certification that it is a true picture.

Mr. Shoaff says while attending Memorial service at the Shiloh

cemetery in Coles county, on Decoration day, where Thomas Lincoln, father of Abraham Lincoln, and his stepmother, Sarah Bush Johnston are buried, he met Mrs. Eleanor Gridley, 5844 Harper Avenue, Chicago, who delivered an address, "Lincoln from the Cradle to the Grave," who says she paid \$25 for the same picture which bore the date, 1861. Mr. Shoaff told her that she had been imposed upon, since the picture was not taken until four years later, and that fraud is being practiced by changing the date, 1865 to 1861, and claiming that it was shown on the Boston Common in that year.

"I, Thomas Benton Shoaff, being duly sworn depose and say that the foregoing interview in part, published in the Decatur Herald July 10, 1929, is true to the best of my knowledge and belief.

Thomas Benton Shoaff, Shelbyville, Ill., July 15, 1929.

Subscribed and sworn to before me this 15th day of July, A. D. 1929. E. A. Johnston, County Clerk, Shelby County, Ill.—Decatur Herald.

Find Permit to Exhibit Lincoln Cabin on Boston Common

Direct proof, says the Decatur Herald, that Thomas B. Shoaff, Shelbyville editor, was correct in asserting that the original Macon county cabin of Abraham Lincoln was exhibited on Boston Common, Boston, Mass., in 1865, was received Monday by The Herald.

The proof came from William Alcot, librarian of Boston Globe, who searched the official record of the meetings of the Boston Board of Aldermen for the year 1865, and found that license to exhibit the cabin was granted to John Hanks on the 10th day of July, 1865. Enclosed is a copy of the record, proof of the revelations that Mr. Shoaff is right in asserting that the cabin was exhibited on the Commons in 1865, and reads as follows:

"At a meeting of the Board of Aldermen of the City of Boston, held at Mechanics' Hall on Monday, the tenth day of July, Anno Domini, 1865"—

"Agreeable to the reports of the Committee on Licenses and Common, leave was granted to John Hanks to exhibit President Lincoln's original log cabin on Boston Common."

Lincoln Family Moves to Illinois

In the spring of 1830, when Abraham Lincoln was 21 years of age, the Lincoln and Hanks families removed from Spencer county, Ind., to Macon county, Illinois. After a short time, the families of Thomas Lincoln and Dennis Hanks moved to Coles county, Illinois. Their route from Indiana to Illinois is set forth by Harriett Chapman, she having made an affidavit in the year 1913, and T. B. Shoaff of Shelbyville, her nephew, was present at the time. One copy of the affidavit was retained by Mr. T. B. Shoaff and one was given to C. M.

Thompson of the University of Illinois. It was in this affidavit that Mrs. Chapman declares that they crossed at Vincennes to a town called Westport and on through Palestine, Ill. She stated she remembered Palestine on account of its having a Bible name. Then she said they crossed the Embarrass river at Greenup, Ill., and the reason she remembered it was Greenup was that later Thomas Lincoln and Dennis Hanks worked on a bridge at Greenup in the year 1832. Mrs. Chapman was the aunt of T. B. Shoaff, who has in his possession the sworn interview.

"In 1856," Judge Henry C. Whitney writes, "Lincoln and I walked to the open space in front of the old court house in Decatur, and Lincoln said: 'Here on this spot, 26 years ago, I made my first halt in Illinois; here I stood, and there our wagon stood, with all that we owned in the world.'"

The first home of the Lincolns in Illinois was a rude log cabin, which Lincoln and John Hanks, a farmer at that time living four miles northwest of Decatur, built on the Sangamon river eight miles west of Decatur. During the civil war, John Hanks served as wagon-master in Col. Richard J. Oglesby's 8th Ill. Regiment.

Little did the horny-handed young Lincoln dream in 1830 that 30 years later a state convention, assembled at Decatur, was to set on foot a movement that would carry him to the White House. And little did the town folk of Decatur dream that this ungainly young rustic, in coonskin cap and bespattered jeans goading his "four yoke of gaunt oxen," would one day become an illustrious President of the United States. It was the Republican State Convention, held in Decatur in the spring of 1860, that pledged its delegates to the National Convention two weeks later at Chicago to vote for "Lincoln for President" and defeating Salmon P. Chase and William H. Seward, who were candidates for the nomination. Later, President Lincoln appointed Chase Secretary of the Treasury, and Seward Secretary of State.

The nomination of Lincoln added a colorful paragraph to the school histories of our land by injecting the famous "rail splitter" episode into the campaign.

Memento of Abraham Lincoln

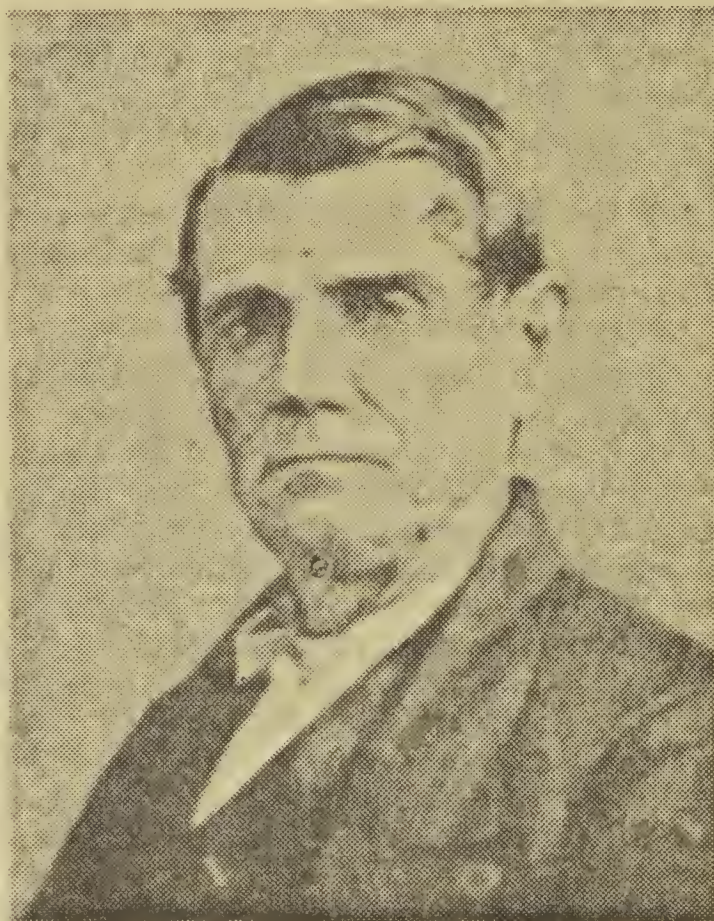
Among the relics and mementos of Abraham Lincoln is a Measuring Rule, made of wood taken from the Bridge across the Embarrass River at Greenup, Ill., built in 1832, and upon which Abraham Lincoln and Thomas Lincoln, his father, labored. This rule is among the mementos assembled and on exhibition at the Lincoln Tomb, in Springfield, Ill. Upon this rule are the following words: "Memento of Abraham Lincoln. This wood is from the bridge over the Embarrass River at Greenup, Ill., built in 1832, and upon which Abraham Lincoln labored. Presented by Mark Sperry, Greenup, Illinois, March 12, 1881."

Affidavit of Lucinda Chaney

State of Illinois, Cumberland County—ss.

Lucinda Chaney, being duly sworn, deposes and says, that she is now and has been for a period of about twenty years past, a resident of the village of Greenup, in said county and state.

That she was born near the present site of Yale, in Jasper Coun-



DENNIS F. HANKS .

Dennis F. Hanks was born three miles southeast of Hodgenville in Kentucky, on the 15th day of May, 1799. He died on the 21st day of October, 1892, at the home of his daughter, Nancy Hanks Shoaff, in Paris, Ill., at the age of 93 years. His remains rest in the cemetery at Charleston, Ill. His death was caused by an accident. He had been to the Fair Grounds to attend a celebration held in honor of "Emancipation Day," and while walking home he was run down and mortally injured by a runaway team. Dennis Hanks and Abraham Lincoln were first cousins, lived together until Thomas Lincoln and family moved to Spencer county, Indiana. After a year's residence in Indiana, Mrs. Lincoln, mother of Abraham, died, leaving him an orphan. Some time after the death of his wife, Thomas Lincoln returned to Kentucky and married Sarah Bush Johnson, his second

wife, who was the mother of two daughters by her first husband. Thomas Lincoln after his marriage returned with his wife and her daughters, accompanied by Dennis Hanks, and it was here that Dennis taught Abe Lincoln to read and write.

In due time Dennis Hanks married Miss Johnson, daughter of Mrs. Thomas Lincoln, and a daughter born to this union, named Nancy Hanks, was married to James Shoaff, and was the mother of T. B. Shoaff. After residing in Indiana for 16 years, the families of Thomas Lincoln and Dennis Hanks moved to Illinois in the year 1830 and settled on the Sangamon river, near the Whitley mill, west of Decatur, Ill. Here Mr. Hanks and his cousin, John Hanks and Abraham Lincoln built a log cabin and split rails. Dennis remained one year, when he with Thomas Lincoln removed to Coles county, Illinois, where Thomas Lincoln died.

ty, Illinois, that she has forgotten the year of her birth, and that all private and public records of her birth have been lost or destroyed. That she has resided in Coles and Cumberland Counties, Illinois, most of her life, having lived in the State of Wisconsin and in northern Illinois a few years only; that her father's name was Joseph Cohoon, and her mother's maiden name was Rebecca Graham; that her father was a Dutchman and her mother was half Indian. Affiant further states that her youngest daughter, Mrs. Sarah Strickland, now living in Shamrock, Oklahoma, is 61 years old. And that affiant is informed and believes that she (affiant) was 43 years old when her said youngest daughter was born.

Affiant further states that her father's family, including affiant, lived in Goosenest or Gordon's neighborhood, in Coles County, Illinois, when the Thomas Lincoln family first came to this state, and that her father, Joseph Cohoon, (affiant being present) first saw them when they (the Lincolns) were on their way from Indiana to Illinois, when they (the Lincolns) were camping for the night at a point now known as the Tippet farm, located about 2½ miles east of where the town of Bradbury now stands; that she remembers she had accompanied her father, (Joseph Cohoon) on a trip from where they then lived in the Goosenest or Gordon neighborhood in Coles (then Clark) County, Illinois, down into the southern part of Cumberland (also then Clark) County, to get a load of corn, and on the way back traveled along the trail or wagon way leading north out of Greenup (then Natches under the Hill), which was the only trail or wagon way leading north out of Greenup at that time; that on their way home they came upon a company of campers at or near the Tippet farm, as above indicated, who were in the act of preparing their evening meal (it being after sundown), and that she remembers they were baking potatoes, and frying venison; that the father of affiant, Joseph Cahoon, wishing to know who the campers were, left his wagon loaded with corn and went over to interview them; that he found it was Thomas Lincoln, his wife and family; that Thomas Lincoln said to her father that they had come from

the south, with the intention of settling in Illinois; that they had two yoke of oxen, and that affiant's father sold them a bushel of corn, receiving twenty cents for the same; and that affiant and her father drove on home that night; that the next day, as affiant remembers, the Lincolns drove into the Goosenest or Gordon neighborhood, near where affiant's family lived, and stopped at the home of one of the Gordons.

Affiant further states that she is informed and believes that the Lincoln family went on in a northwesterly direction from the neighborhood in which she first met them, as above indicated, and finally located in Macon County, Illinois; that about three or four years thereafter affiant, her father, Joseph Cohoon, and one of the Gordons again met in the neighborhood of where Lerna is now located, and engaged in conversation while sitting on a pile of rails in Mr. Gordon's woods near where affiant's family lived, Thomas Lincoln and family having in the meantime located in that neighborhood; that the conversation turned to the question of a suitable site upon which a log or pole cabin might be built; that affiant's father and Mr. Gordon, helped Thomas Lincoln to select this site, which was a forty acre tract located near where Lerna now is; that the next day after the selection was made, affiant's father, Thomas Lincoln and Mr. Gordon went to the land office at Palestine, Ill., to obtain the necessary entry papers for this forty acres of land, and that in going to Palestine they went south over the same trail they (the Lincolns) had traveled when first coming to Illinois, some three or four years previous, so affiant's father told her many times, again crossing the Embarrass River at Greenup, and over the old Palestine road or trail, in a southeasterly direction from Greenup; that as affiant is informed and believes there were no other wagon ways or trails leading out of Greenup to the south except this one; that there was then no National Road, it at that time being only a blazed trail; that in returning from the Palestine land office, where the entry of the above mentioned forty acres of land was effected, they came back the same way; that shortly thereafter Thomas Lincoln engaged neighbors to help cut poles and build the cabin on the said forty acres of land so entered from the Government; that at the time Thomas Lincoln located on this homestead he had two yokes of oxen, and that affiant's father bought from him one yoke of oxen, paying him \$45.00 for them. That shortly after their arrival, affiant, her father Joseph Cohoon and a Mr. Gordon engaged in conversation with the Lincolns; that during the conversation, Thomas Lincoln asked Joseph Cohoon, father of affiant, if he would like a six weeks' job of splitting rails at 50 cents per 100, that affiant remembers of her father relating this incident many times.

Affiant further states that shortly after Thomas Lincoln and family occupied their new homestead that on one occasion Abraham Lincoln visited with them and brought with him a team of mules as a gift to his parents; that when the mules were delivered his father said, "Lord, Lord, son, they are all ears," and that Abe said to his father, "Yes, but they will pull." Affiant remembers that it was aft-

erwards told her by her father, that the mules were bought in the neighborhood of where Neoga now stands.

Affiant further states that she worked for the wife of Thomas Lincoln at various times after they had settled in Coles County, doing such work as was common to that day, such as feeding chickens, tending garden, and other chores, receiving fifty cents a week for her services; that she became acquainted with Abe Lincoln when he was on one of his visits to his father's home, that she remembers that on one occasion she cried to go home, and that Abe led her out to where his father was cutting wood, and that her father took her home. Affiant further states that she knew of no bridge across the Embarras River at Greenup at that time, but that there was a ford, afterwards a ferry, and later a wooden bridge, and that this point was near where the Toledo-Greenup bridge is now located, and that at this point the Palestine Road made contact with the river.

Affiant further states that she has heard both her father and Thomas Lincoln say that in coming to Illinois to locate, water came into the wagon bed while fording the river at Greenup.

Witness: James Potter.

Lucinda Canney.

Subscribed and sworn to before me this 20th day of May, A. D. 1929.

Fred Wylde, Notary Public.

Affidavit of Wm. Glenn

State of Illinois, Cumberland County—ss.

Wm. Glenn, being duly sworn upon his oath deposes and says that he is seventy-seven (77) years old, and that he has spent all his life near Greenup, Cumberland County, Illinois, and that the "Glenn Settlement" mentioned on page 150 in the History of Cumberland County, Illinois, was named after his family, and that the Palestine Road running southeast from Greenup to Palestine, Illinois, passed near their old homestead and was used by the early settlers in going to the Government Land office, located at Palestine, Ill.

That he is personally acquainted with the old trail (Palestine Road), and that he can follow the old trail from Greenup to as far as Bellair, Crawford County, Illinois, and that near Greenup there are two strips of the old road still in use, the balance of the road being changed so as to run on the section lines.

Wm. Glenn.

Subscribed and sworn to before me this 8th day of April, A. D. 1929.

Fred Wylde, Notary Public.

Affidavit of Laura O. Ewart

Greenup, Illinois, April 29, 1929.

Laura O. Ewart, being duly sworn upon her oath deposes and says that she was born in May, 1842, in a log cabin on the Havens farm, adjacent to Greenup, Illinois, and has heard a Mr. Fisher say that

Thomas Lincoln, when immigrating to Illinois, came by way of Westport, opposite Vincennes, crossed there, and that they came from Westport to Greenup and crossed the Embarras River at the old ford near where the Old Water Mill was located in 1832.

This is the way I have traced it, and are my conclusions.

Affiant states that her father was married in Natches under the Hill, now Greenup, Illinois. Affiant's father was A. K. Bosworth, who immigrated from Washington, D. C., to Illinois when a boy yet under age. Affiant further states that U. F. Linder, who was the first Attorney General of Illinois, accompanied many times with Abraham Lincoln, made this circuit, Greenup being the first county seat of Cumberland County, and that they held Court in an old log cabin consisting of one large room, and that U. F. Linder would stay all night at Mr. A. K. Bosworth's, who was County Clerk at that time, and Abraham Lincoln would stay at Dr. James Ewart's.

Most of this information was heard from old Dr. Ewart's wife, Charlotte Ewart, and also others who accompanied Abraham Lincoln on the Greenup circuit at different times, viz., Judge Schofield, Judge Constable, Judge Harlan. This all happened several years before the Lincoln and Douglas debates. Affiant further states that her daughter, who is now living, has a coverlet or bed spread, which was used on the bed in which Abraham Lincoln slept when stopping at Greenup, and that this coverlet was given her by her mother-in-law, Charlotte Ewart, for a wedding present, and later that affiant gave this coverlet to her daughter, Mrs. S. L. Levering, who now resides at Terre Haute, Indiana, and who, at this time, has same in her possession, and up to the present time refuses to loan it.

Affiant further states that as she traces the immigration of Abraham Lincoln, there was no other road leading through Greenup, at the time the Lincolns immigrated but the Old Palestine Road, and that the Old Mill Road ford crossing was the main wagon way leading north out of Greenup for several years thereafter, and that this ford was located a little east of the present Toledo-Greenup bridge.

Laura O. Ewart.

Subscribed and sworn to before me this 29th day of April, A. D. 1929.

Fred Wylde, Notary Public.

Affidavit of William Chester Jones

State of Illinois, Cumberland County—ss.

William Chester Jones, being duly sworn, upon oath says that he was born on the 22nd day of August, A. D. 1847, on a farm about six miles north of Greenup, Cumberland County, Illinois, and was a Civil War veteran from November, 1862, and served two years and three months. Affiant further says that his father, William Jones, was a pioneer settler in said County, and immigrated from Kentucky while yet a single man and was also one of the first surveyors of Cumberland County.

Affiant further says that he has often heard his father say, when

in conversation with old people during his lifetime, that when Lincolns immigrated to Illinois they came by the Palestine trail and camped a day or two by a log cabin that stood near where the Town Hall of Greenup now stands. Affiant further says that he has heard his father say that he worked on a bridge across the Embarrass River at Greenup with Thomas Lincoln and Dennis Hanks.

William Chester Jones.

Witnesses: E. J. Bancroft, Arthur Jobe.

Subscribed and sworn to before me this 15th day of April, A. D. 1929.

John L. Carr, Notary Public.

Affidavit of Charles E. Hicks

Greenup, Illinois, April 25, 1929.

State of Illinois, Cumberland County—ss.

Charles E. Hicks, being duly sworn upon his oath, deposes and says that his age is fifty-seven years past, and that he is now living at Greenup, Illinois, and further states, that he heard his father say about twenty years ago, that while affiant's father, Ellis Hicks, was on his way to Charleston from Jasper County, he entered Greenup on the old Palestine Trail, and that he was on horse back, and that when he reached the Embarras River ford, located near the Old Water Mill, he found the river had risen; when he started to cross, some one called to him to wait until they were across, and the said Ellis Hicks found the party to be the following persons: John R. Eden, Abraham Lincoln, Judge Schofield and O. B. Ficklin, all on horseback and that they all proceeded together to Charleston, Illinois. This was in the early fifties. Affiant further states that the above four persons had been to Vincennes and that they returned over the Palestine Trail to Greenup ford, thence north to Charleston on the west side of the river; and affiant further states that he heard, many a time, his father call the Palestine Road the Lincoln Trail. Ellis Hicks died October 17, 1912, born March 2, 1832.

Charles E. Hicks.

Subscribed and sworn to before me this 30th day of April, 1929.

Nett Hibben, Notary Public.

Affidavit of Fred Wylde

State of Illinois, Cumberland County—ss.

Fred Wylde, being duly sworn upon his oath deposes and says that he is 43 years of age, and that he is the son of Wm. Wylde, now deceased. That his father began to make his permanent residence in Greenup in the year A. D. 1866, prior to that time he was in the business of farming, and buying and selling cattle at Toledo, Illinois, and was well acquainted in Greenup and vicinity several years prior to 1866. Affiant states that his father has related to him at various times his experiences of the early days in this vicini-

ty, some of them pertaining to buying cattle in Crawford county, Illinois, and driving them over the Palestine road to Greenup, crossing the river at that point and taking them on to Toledo, Illinois. The Palestine Road was a wagon trail, that according to legal descriptions of real estate in Cumberland County, originated at the Embarras River and ran in a southeasterly direction to the Village of Palestine, Illinois, where a Government Land office was operated. This road was just a trail across the country, laid out without regard to section lines, and was used first by the early settlers going to Palestine, Illinois, to see about entering real estate from the Government. The affiant is now the part owner of two tracts of land, across which the Palestine road once ran, but which was later abandoned so that the roads could be placed on section lines, one of the tracts of land being located about two miles southeast of Greenup, and the other is where the said road crossed the Embarras river at Greenup, Illinois, at a point about 400 feet north of the present Toledo-Greenup bridge, and on each of these tracts of land are the old scars that the road left when abandoned. The affiant further states that his father, after his arrival in Greenup, took up the profession of real estate surveyor and spent years at this kind of work during the early development of Cumberland County, and was in a position to well know all the above facts.

Fred Wylde.

Subscribed and sworn to before me this 8th day of April, A. D. 1929.

M. S. Coleman, Notary Public.

Statement of James L. Ryan

(Historian of the Abraham Lincoln Memorial Highway Assn., Inc.)

I was born Nov. 2, 1848, in the northern part of Cumberland county, one and one-half miles above the Sconce Bend. My father, Milton G. Ryan, owned the farm lying on the Embarrass river, on which I was born and grew to manhood. On reaching maturity I taught school in the neighborhood and thus earned money to attend law school at the University of Michigan in 1870-1871. I returned to my native county and continued my law studies at Toledo, then Prairie City, the county seat. I taught school at Diona in the winter of 1872-1873, and located in Greenup as a lawyer May 1, 1873, where I resided during my public life. I utilized the opportunities I had on locating in Greenup by conversing with many of the old citizens who possessed many of the traditions and facts about the Thomas Lincoln itinerary through the county, and the visits of his distinguished son, Abraham Lincoln, as a lawyer, to Greenup, after it had become the county seat of the then new county of Cumberland. At an early term of the circuit court held by Judge Wilson, the well-known case of Sig Luster was brought to the court at Greenup, on change of venue from Coles county. It was a case charging an assault to murder with a knife. Abraham Lincoln and O. B. Ficklin were Luster's attorneys, and Alvin Kitchel, district

attorney, prosecuted. My father, Milton G. Ryan, was one of the jurors who sat in this trial.

In 1858, when the Lincoln-Douglas debates were being held, one of these discussions was held in Charleston. I was in my tenth year. The notoriety given these men by these debates put our older citizens (who knew Lincoln) to talking. Since then, I often heard my father speak of Lincoln, describing his peculiar eloquence as he observed it in the Luster trial. He loved to talk about it. He was also well acquainted with Thomas Lincoln when he lived near old Farmington, in or near Goose Nest Prairie. I have often heard him state the traditions of how the Lincoln family came here in their humble ox-cart and crossed the Embarras River near Greenup, arriving at Greenup over the old Palestine trail, and going thence north up through Cumberland (then Clark) county, to where Thomas Lincoln settled in Macon county, he afterwards locating in Coles county.

These traditions, as related by him, corresponded with those as related to me by the old settlers, several of whom were living when I located in Greenup. Soon after my location in Greenup, A. K. Bosworth, who was one of the early county clerks of Cumberland county, came to my office and presented me with a large copper key, weighing about one-half pound, to use as a paper weight. He said it was left in his hands shortly after the removal of the county seat to Prairie City (now Toledo) in the year 1856, that it was the first jail key to the county, and turned on Sig Lustre, Lincoln's client. It is a key to a huge padlock, which was as big in outline as a horseshoe, and locked a log jail. He (Bosworth) then launched forth in minute accounts of Lincoln and the men who attended court there. He stated, among other things, that at the adjournment of court, after the Sig Luster trial, the Court and bar went to the Embarrass River, on the National Road (then a trail), and all took a swim in the river, like a gang of boys.

The old abutments to the first bridge across the Embarrass river were made of soft stone, and at the close of the swimming spree, above mentioned, several of these distinguished men, by means of a knife, nail, or some other hard substance, scratched their names on a column of one of these abutments. U. F. Linder was the first, William Wilson (the judge) was the second, A. Lincoln the third, A. Kitchell the fourth, S. A. Douglas the fifth, R. J. Oglesby the sixth, O. B. Ficklin the seventh, and the 8th and 9th I have forgotten. I told Bosworth it must be a forgery, and he replied: "If a forgery it surely was ingenuous. Examine it when you are there." I did examine it. The style of signatures, which I had previously studied, were accurate. I was called to write a historic sketch of the county to read at the Centennial Fourth of July celebration at Greenup, and I related the facts about this stone in the paper which I read at the celebration. It caused several to go there and see. The hole was there but the stone was gone. Later, three boys, viz., Jont Bright, John Hazelwood and Frank Robinson, related that while there swimming on one occasion a stranger came with a buggy and

crowbar, pried it out and took it away, saying that he was going to send it to a memorial hall in Philadelphia. In the paper referred to, I wrote facts and names of jurors in the Luster case, having obtained the data from an inspection of the records of the trial, which records were destroyed by fire when the court house at Toledo burned in the year 1885. This record confirmed the statements which I heard my father make.

I was a member of the 31st General Assembly of Illinois, and had a seat by the side of Hon. O. B. Ficklin. This session was held in the year 1879. At this session Ficklin was 72 years of age, and loved to speak of Douglas, Lincoln, Linder, John Logan, father of John A. Logan, and other men who rose to eminence, and who were members of the General Assembly from 1836 to 1840, Ficklin himself having been a member of the 11th General Assembly in 1838-1840, Lincoln having also been a member during that session. Many conversations did I have with Mr. Ficklin in 1879 about his memories of Lincoln, and those rehearsals corroborated many things stated in the affidavits of Mrs. Laura Ewart, H. C. Freeland, W. R. Gilbert, J. S. Rue, and William Glenn as to the old Palestine Trail leading to Greenup, and thence in a northwesterly direction and that it was commonly referred to as the Lincoln Trail.

It will be remembered that Ficklin was first elected to the General Assembly from Wabash County in 1834, and that he was in a position to gain much of his knowledge concerning Lincoln at first hand. He (Ficklin) was a man of great memory and greedy for knowledge about men of note, and he never wearied in asking questions about them. He never forgot, and when such folks were mentioned he could tell all about them. He knew the men he had sat in the Legislature and in Congress with, and the lawyers he had met in courts. I never met a man who knew so much about the public men of his day as did O. B. Ficklin.

My father made at least two trips to Palestine to enter land and he traveled over this old Palestine Trail, because he said there was no other road, and it was poor enough. He had the traditions, as did Ficklin and the above-named affiants, all of whom are credible men and women, and highly worthy of belief.

In October, 1865, (as I now remember) my brother, Wm. L. Ryan, John N. Gill, a cousin, and myself, rode horseback to visit some relatives who resided in and near Palestine—the Steels, Kitchells, J. C. Allen and Thomas Gill. Judge J. C. Allen then resided in Palestine, as did all the others except Mr. Gill. Our trip down there from Cumberland county was along what was known as the Palestine Trail, from Greenup, through Bellair, and Hutsonville. The greater part of the road at that time was through woods, over and along uncultivated lands, across unbridged creeks, and from many indications showed considerable age, thus forcing the conclusion and making it easy to believe that it was the old Palestine Trail over which the Lincolns traveled in coming to this state. I am now a resident of Charleston, Ill., having resided in Greenup until Oct. 1, 1927. I practiced law until 1891, when I became a min-

ister. Now retired. This statement is made this 6th day of April, 1929.
James L. Ryan.

Affidavit of John S. Beals

State of Illinois, Cumberland County—ss.

John S. Beals, being duly sworn, upon oath states, that he is 63 years of age, and a resident of Toledo, in said County and State; that affiant's father, Levi F. Beals, died about Nov. 1, 1897, aged 80 years, having been born in the year 1817; that affiant heard his father say many times that in conversations he (his father) had had with Thomas Lincoln and A. Lincoln, father and son, they stated that in coming to Illinois in the year 1830 they (the Lincoln family) traveled what was then known as the Palestine Trail from a point opposite Vincennes, Ind., to Greenup, Ill., and that there they crossed the Embarrass River and came north or northwesterly up through Cumberland County to Coles County, in the neighborhood of where Trilla now is, they having considered settling in that neighborhood, but that they finally went on north and settled in Macon county; that affiant's father and family were residents of the Trilla neighborhood about four years after the Lincolns first came to this state, and that when Thomas Lincoln and family came back to Coles County from Macon County in the year 1832 they lived in the vicinity of affiant's father and family several years.

John S. Beals.

Subscribed and sworn to before me this 20th day of June, A. D. 1929.
Chas. M. Connor, Notary Public.

Affidavit of Flavius Tossey

State of Illinois, Cumberland County—ss.

Flavius Tossey, being duly sworn, deposes and says that he is 81 years of age, and has been a resident of said county since 1852; that about the year 1868 he was editor and publisher of the Cumberland Democrat, then published in Prairie City (now Toledo) in said county; that he remembers that in the year 1868, one Dennis Hanks, uncle of Abraham Lincoln, called at his (affiant's) office, accompanied by Miles Moore, by whom the said Dennis Hanks was introduced to affiant; that in the course of the conversation between affiant and the said Dennis Hanks on that occasion the said Dennis Hanks stated that he helped work on a wooden bridge across the Embarrass River at Greenup, along the National Road, about the year 1832, being the first bridge built across the river at that place. Affiant further states that he has been a practicing attorney at law in the Village of Toledo ever since the year 1878.

Flavius Tossey.

Subscribed and sworn to before me this 2nd day of August, A. D. 1929.
Chas. M. Connor, Notary Public.

**Resolution Passed and Approved by the Board of Supervisors of
Cumberland County, Illinois**

Whereas, according to the best information obtainable, in the year 1830 there were only three wagon ways in the territory now known as Cumberland County, namely: one wagon way leading north on the west side of the Embarrass River and then northwest to Johnstown, Ill., one from Greenup west to Woodbury, Ill., thence north to Johnstown, Ill., and the third from Greenup to the Palestine Government Land Office, which road ran in a southeasterly direction from Greenup, Ill., passing about one mile to the south of where Hazel Dell now stands, and thence southeast to Quaker Lane, on through Hutsonville to Palestine, Ill., and

Whereas, according to the history of Cumberland County, all wagon ways at that time were nearly straight (as near as possible) wagon ways, or wagon trails from one point of interest to another, and as the first mill erected in what is now Cumberland county was installed at Johnstown, Ill., in the year 1828, owned by a John Tully, which mill was the only mill in this section at that time, until another mill was erected on the Embarrass River at Greenup, Ill., in 1832, which mill Thomas Lincoln regularly patronized, and

Whereas, when the Thomas Lincoln family and party were emigrating in the year 1830 from Indiana to Illinois, according to affidavits, camped one night along the old Palestine wagon way at a point near where Hazel Dell, Ill., now stands, and camped the following two nights along the old Palestine wagon way at a point which is now the Greenup, Ill., Public Square, and camped the following night along the wagon way which led north out of Greenup on the west side of the Embarrass River, at a point known as the Tippet farm; and

Whereas, the affidavits of Harriett Chapman, Lucinda Chaney, Laura O. Ewart, Chester Jones, W. R. Gilbert, Rev. James L. Ryan, John D. Beals and others, all support the facts as set forth above;

Therefore, be it resolved by the Board of Supervisors of Cumberland County, that we approve, and adopt the route of the Thomas Lincoln family, which is sponsored by the Abraham Lincoln Memorial Highway Association, Inc., as being the true route taken by the Thomas Lincoln family in the year 1830 when emigrating from Indiana to Illinois, namely, from Shiloh cemetery and the last home-
stead of Thomas Lincoln, south, passing Toledo to the east two miles, to hard road route No. 131, thence crossing the Embarrass River at or near the Toledo-Greenup bridge, thence southeasterly, following the old Palestine wagon way, as near as practicable, passing through or near Hazel Dell, thence southeasterly toward Quaker Lane in Crawford County, this being the route approved through Cumberland County.

This 10th day of September, A. D. 1929.

W. F. Thompson, Chairman; Ed Connor, Allen Cutright, E. B. Cutts, R. R. Loveall, Wm. Fearday, John E. Sharp, Fred Wetherholt, Supervisors.

Extracts from History of Cumberland County, Published by F. A. Battey & Co., Chicago, 1884.

In 1817 Congress appropriated money for the construction of a National Highway from Cumberland, Maryland, to Wheeling, Virginia.

Subsequent administrations, with less legal qualms, completed its construction through Columbus, Ohio, Indianapolis, Indiana, and Vandalia, Illinois, to St. Louis. This road was constructed through Cumberland county about 1832, and became a famous stage route. (See page 97.)

The road (National Road) had been surveyed before this, but no work was performed on it here (Cumberland County) until about this time. Wm. C. Greenup had been connected with the engineer



LOG CABIN BUILT BY ABRAHAM LINCOLN

The above log cabin was built by Abraham Lincoln and John Hanks in 1830. It was the first home of Lincoln in Illinois, located near the Sangamon river eight miles west of Decatur. John and Dennis Hanks are standing in front of the cabin.

corps that laid out the road, and subsequently, in company with Joseph Barbour, took a contract to construct the bridge, at or near the village which bears his name.

About the year 1833, George Henson and David Henson, with Jack Houtchins, cut out the National Road through this County (Cumberland) and settled at Woodbury. See page 113.

Until about the year 1825 the natives were in full possession of the territory of Cumberland County. (See page 111).

Indeed the squatter and hunter who constituted the advance line of the permanent settlement was here before, and from 1820 to 1830 this region was a common hunting ground for both the white and red man.

It is difficult at this time to ascertain who first made the permanent settlement here. It is probable, however, that John Tully was the original pioneer in the territory now embraced within the limits of Cumberland County. In the year 1828 he moved to the site of Johnstown, Ill., in Cottonwood township, for the purpose of establishing a still and grist mill. He first built a still house in the edge of the timber, and in 1829 built a small log water mill. See page 112.

Early in this year, ——— Hunt, with his two sons-in-law, Henry Lance and Purcel, settled in the vicinity of Tully. This family came from Indiana. A little later, in 1829, the families of Levi and David Beals were added to the settlement.

In the fall of 1829, a settlement was formed on the Embarrass near Sconce Bend. James Gill, a native of Kentucky, and one of the occupants of old Fort La Mott, at Palestine, in Crawford County, came here. See page 112.

Henson Bright was an early settler on the Embarrass River between the settlement at Sconce Bend and Greenup. He was a native of Kentucky, and one of the families in the fort at Palestine; he came to Cumberland County about 1830. Henry Nees, a native of Tennessee, was another of the occupants of the fort, and came here about the same time.

In 1843 when Cumberland County was formed, there were about 2000 inhabitants. The early settlements were all made in some point of timber, at Muddy Point, Sconce Bend, Nees Ford, Greenup, Woodbury and Bear Creek, thus encircling the central part of the county. See page 114.

In 1832 a good mill was established at Greenup. Page 117.

The Cumberland or National Road was laid out about the time, or before, of the earliest settlement here. It was subsequently completed sufficient for general travel as early as 1832. This was of great influence upon the community, bringing, as it did, persons from all parts of the older settled portions of the East in contact with the community settled in the southern part of the county. From this road, at different points, the early roads led back on either side to the remoter settlements. Of the earliest wagon-ways in Cumberland County, scarcely more than trails, one led from Greenup to the Johnstown settlement; another led from Woodbury to Johnstown, and a third led from Greenup to the Glenn settlement, in

Coles (now Cumberland) County, by way of "Cutwood Gap."

Of the earliest wagon ways in Cumberland County, scarcely more than trails, one led from Greenup to the Johnstown settlement; another led from Woodbury to Johnstown, and a third led from Greenup to the Glenn settlement in Coles County. (The Glenn settlement was on the Palestine Road at that time, and is the road referred to. See Glenn affidavit.) See page 150.

Greenup at this time, 1830, was called Natches under the Hill, and what is now Cumberland County was Coles County at this time.

The old Palestine road which led from Greenup, Ill., in 1830 through the Glenn settlement was the old Palestine Road which led from Greenup to the Government land office at Palestine, Ill.

The county seat was moved from Greenup to Prairie City (now Toledo) in 1855. See page 147.

The first circuit court was held in the village of Greenup and presided over by Honorable William Wilson. See page 140.

The grand jurors that served in this court, it is reported, when convened, presented a very grotesque and novel appearance. During the time they were transacting business they were as sanctimonious as a Presbyterian deacon, but as soon as an interval of leisure interposed, they would straddle their oaken benches in pairs, and engage in the harmless but scientific game of "mumble peg." See page 140.

An old log school house was converted into a temple of justice, and in justice and respect to the officials and attorneys of that day, it must be said that suits were as hotly contested, law and equity as impartially dealt out, and the cause of the client as ably and earnestly advocated in the old school house, as though it had been a costly stone structure. See page 140.

Some of the attorneys who attended court in this building have since attained great celebrity. Among others was Abraham Lincoln. One case in particular in which Mr. Lincoln participated was the notorious "Lustre" case, which was brought here on a change of venue from Coles county.

The charge against Lustre was an assault with a deadly weapon, with intent to murder. Lustre was ably and earnestly defended by Lincoln and O. B. Ficklin, and prosecuted by State's Attorney Kitchell.

Lustre was convicted, but through the efforts of his counsel, was afterward pardoned by the Governor, on petition. See page 141. (See also affidavit of James L. Ryan.)

(In view of all the above facts, the affidavits of Harriett Chapman, Lucinda Chaney, Chester Jones, Laura O. Ewart and Mr. Gilbert of Hazel Dell, Ill., and others in possession of The Abraham Lincoln Memorial Highway Assn., Inc., are noteworthy and corroborative as regards the only wagon ways in the year 1830.

There were no other roads in the year 1830 that they could get to Greenup over at that time except the old Palestine Road which ran from Greenup, Ill., then called Natches under the Hill, to the Government land office at Palestine, Ill., which was the route Lucinda Chaney, now living, states that her father, along with one of the

Gordons, went with Thomas Lincoln from their claim near Lerna, Illinois, and traversed over the old Palestine road from Greenup, Ill., to the land office at Palestine, Ill. Lucinda Chaney also states that she lived in Goosenest at the time Thomas Lincoln immigrated to Illinois in 1830 and met them while camping near the Tippet farm when they were on their way to Macon County, and when they returned in the Goosenest neighborhood that Thomas Lincoln, her father, and one of the Gordons accompanied him to Palestine to get the entry papers for 40 acres of land. See affidavit of Lucinda Chaney.)

Proof of Greenup-Palestine Road

Some time in the latter part of 1853 Captain Edward Talbott built what is now called the "Cumberland Mills." They are situated on the St. L., V. & T. H. R. R., at the point where the Greenup and Palestine road crosses the railroad in the south part of town. See Cumberland History, Page 208. Read also Page 206 regarding A. K. Bosworth, U. F. Linder and Abraham Lincoln. Read also Page 204.

THE LINCOLN WAY

The Lincoln Way through Illinois is the route traveled by the Lincolns in their immigration from Indiana to Macon county, Illinois, in the year 1830, leaving their home in Spencer county, Indiana, about March 1st.

On entering Illinois the Lincoln party came to Vincennes, Indiana, at which place Abraham Lincoln saw for the first time a printing press, and it was at this place that he first saw an American Indian; then crossing the Wabash river to the Illinois side at Westport, opposite Vincennes, they came up the river road to Palestine, Ill., where the government land office was located. The Lincolns stopped here a short time and observed a juggler performing sleight-of-hand tricks, which amused Abraham very much.

From Palestine they traveled northerly over the old state road to Hutsonville, then continuing north about two miles to what is now known as Quaker Lane, which lane runs east and west. This lane entered a wagon way which led in a northwesterly direction to the proposed national road at Greenup, Ill., this being the route the Lincolns traveled from Palestine to Greenup.

When leaving Hutsonville, traveling over what was known in Cumberland county to be the Old Palestine road, they stopped and stayed overnight with W. R. Gilbert, who then lived adjoining the Greenup-Palestine road at a point in the southeast corner of Cumberland county near where Hazel Dell is now located. The old Palestine road ran (year 1830) about one mile south of Hazel Dell. The next day Thomas Lincoln party continued their journey to the northwest, and after crossing Range creek they had a break down, and

upon reaching Greenup, it is said that they had their wagons repaired at the blacksmith shop which was located there at that time, 1830. At this place Thomas Lincoln and party of 13 people camped by a log cabin at the side of the old Palestine road, which point is located near the town house in the public square. From here the Lincoln party crossed the proposed National road, continuing over the old Palestine road to the Embarrass river, at which place there was a ford, which was located about 300 feet east and up the river from where the Toledo-Greenup bridge is at present located on Route



THE JOHN HALL LOG CABIN

The John Hall log cabin, "Goose Nest Prairie," Coles County, Illinois, where Lincoln's stepmother lived and died.

131. When fording the river, water ran in the wagon beds. At this point a good water mill was erected in 1832. (See Cumberland County history.) The Thomas Lincoln family regularly patronized this mill after they had moved from their Macon county home to their first home in Coles County.

After crossing the river at Greenup, they continued on their journey northwesterly and then north, and camped the following night at an entrance to the Tippet farm, this point being about 2½ miles east of where Bradbury now stands. They arrived after sundown. For their evening meal they had fried venison and baked potatoes.

The following day they continued on their journey through Paradise settlement. Traveling through this settlement they conversed with the Gordans and Cohoons, then went in a northwesterly direction to Macon County.

After farming in Macon county in 1830 with the aid of his son, Abraham, Thomas Lincoln became very much dissatisfied and discouraged and decided to return to his Indiana home. On their way back to Indiana, they again entered the Paradise neighborhood and talked with some acquaintances they had met the previous year, and were induced to locate there, which they did.

It is well known by the citizens of Cumberland county as well as citizens of Lerna, Ill., that this route is the Thomas Lincoln Trail as it has been pointed out. Mr. Sumerlin, editor of The Lerna Eagle, in a speech made some three years ago at the Toledo public hearing for Route 131, implored the Department of Public Works and Buildings to build Route 131 from Route 25 east through Lerna, Ill., then past the Shiloh cemetery and Lincoln home and on south, passing Toledo, and on to Greenup, and extending through the entire of Cumberland County, which route, he said, would be popularly known as the Thomas Lincoln Trail, which would be only one link in the proposed Lincoln National Memorial Highway which in a very short time would be destined to become the most popular highway in the world. (See copy of Mr. Sumerlin's speech.)

The Greenup Bridge

We herewith submit a report on the "Lincoln Way" investigation which was voluntarily undertaken, beginning in March, 1929, and ending August 20, 1929, by the Abraham Lincoln Memorial Highway Association, Inc., as up to this time there had been no investigation whatever made of certain portions of the original route from Indiana to Illinois, especially in Cumberland County, south of the Shiloh cemetery. During our investigation, we have been unable to locate any person who has any knowledge of anyone heretofore making, or seeking, any information as to the route the Thomas Lincoln family traveled when immigrating to Illinois from Indiana in the year of 1830, in the section mentioned above.

A map of the Lincoln Way, as originally marked, appeared in the Decatur Review as late as February, 1929, conforming to the traditions and legends handed down to the people of this vicinity, and resulting in the inactivity of the people of this section. When it was learned that certain individuals to the north of us were endeavoring to switch the route to the east of the Shiloh cemetery, this action immediately aroused the feeling which has always existed as to the Lincoln Way, as it has always been handed down that the crossing at the ford at Greenup was the place of crossing the Embarrass river and not at the McCann Ford, and to substantiate this fact, in reviewing the affidavit of Harriett Chapman, daughter of Dennis Hanks, and an aunt of T. B. Shoaff, she insists that they crossed the river at Greenup, and the fact that Dennis Hanks and Thomas Lincoln worked on the bridge across the National road in the year 1832 caused her to remember their crossing place, and Mrs.

Chapman, being one of the Lincoln party when immigrating, surely remembers correctly.

Therefore, we believe that Harriett Chapman never had in her mind any other bridge than at Greenup which was built in 1832.

Then again in the year 1881, before any memorial road was even thought of, our pioneer settler of Cumberland County, a Mr. Mark Sperry, presented a measuring rule to the Lincoln Tomb at Springfield, on which is inscribed the following memento: "This rule was made from the timber in the bridge that Abraham Lincoln labored on in the year of 1832 at Greenup, Ill." Other affidavits in this book of information will bear on this point.

The foregoing facts we submit to your Excellency, Governor Louis L. Emmerson, and the Highway Department, concerning the route taken by the Thomas Lincoln party in immigrating to Illinois in the year 1830, are offered in the hope that they will serve to clarify any doubts as to the true route.

The Abraham Lincoln Memorial Highway Association, Inc.



HELPED ABRAHAM LINCOLN TO BUILD CABIN

John Hanks, cousin to Dennis Hanks, who helped Abraham Lincoln build the log cabin 8 miles west of Decatur, Ill., in the year

1830. "Uncle John" died on his farm near Decatur, July 1, 1889, age 87 years, four months and 22 days. It was Mr. Hanks that urged the Lincolns to move to Macon county, having preceded them into Illinois.

NANCY HANKS LINCOLN

"All that I am or ever hope to be, I owe to my angel mother, blessings on her memory."

These are the words with which Abraham Lincoln memorialized his mother, Nancy Hanks Lincoln, and today his nation generally accepts his judgment of her and is beginning to show an eagerness to know about and honor her. The world has decided that Abraham Lincoln is not only the greatest American yet produced, but one of the towering figures in the history of the human race, and he says that he is great because of the mother who produced him. Therefore it is of the utmost importance to our national life that we pay tribute to this remarkable mother of a great son.

It is difficult to find out what she was like for she lived in pioneer times when facts were meagerly recorded and records carelessly kept, but when a man or a woman with a heroic personality is born in a country, even if it is a wilderness, the song and story of tradition pass down facts about them by word of mouth and keep them alive in the annals of their time. We know that Nancy Hanks was tall and strong and brilliant of mind, with an invincible courage and energy which made her one of Elizabethtown's best-known citizens. She was an orphan, with no money, and she took care of herself from her childhood.

SARAH BUSH

The second wife of Thomas Lincoln, the second mother of Abraham Lincoln, was Sarah Bush Johnson, whose grave has waited 55 years for the monument erected by the Lion's Club of Mattoon, and two years later, the Lion's Club of Danville, placed foot marker at the grave.

But a monument has already been erected for her in the memory of those who knew of her influence upon Abraham Lincoln. She encouraged his love of learning, though she had none of it herself. She nurtured him in the simple virtues which she knew and practiced. She came to the home where the children, Abraham and his sister, and where their cousin, Dennis F. Hanks, lived, and she washed and mended and patched and darned and brought comfort to the home. She was a true mother to Abraham Lincoln, and when he began his duties as President of the United States, one of the few visits he made out of Springfield between his election and inauguration was

to the home where he visited her, and to Shiloh church graveyard where his father lay buried.

If anyone had called at the door of the round-log house over on Goose Nest Prairie 11 miles south of Charleston, Ill., and told Thomas and Sarah Lincoln that one day a monument would mark their



SARAH BUSH, LINCOLN'S STEPMOTHER

graves, they would have been much bewildered. But the monument is well deserved, as it commemorates the virtues that we honor in these two untitled Americans, these two modest servants of God. In honoring them we pay honor again to Abraham Lincoln, and to his first mother, Nancy Hanks. And we honor the rugged honesty, the simple dignity, the unpretentious piety, that characterized the home life of Thomas and Sarah Lincoln.

The inscriptions on this monument are of the simplest character. They bear only the names of Thomas and Sarah Bush Lincoln and the years of their birth, and one simple sentence. But this sentence is one of noble eulogy:

"Their Humble but Worthy Home Gave
to the World Abraham Lincoln,"

MRS. MEG GRABER
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